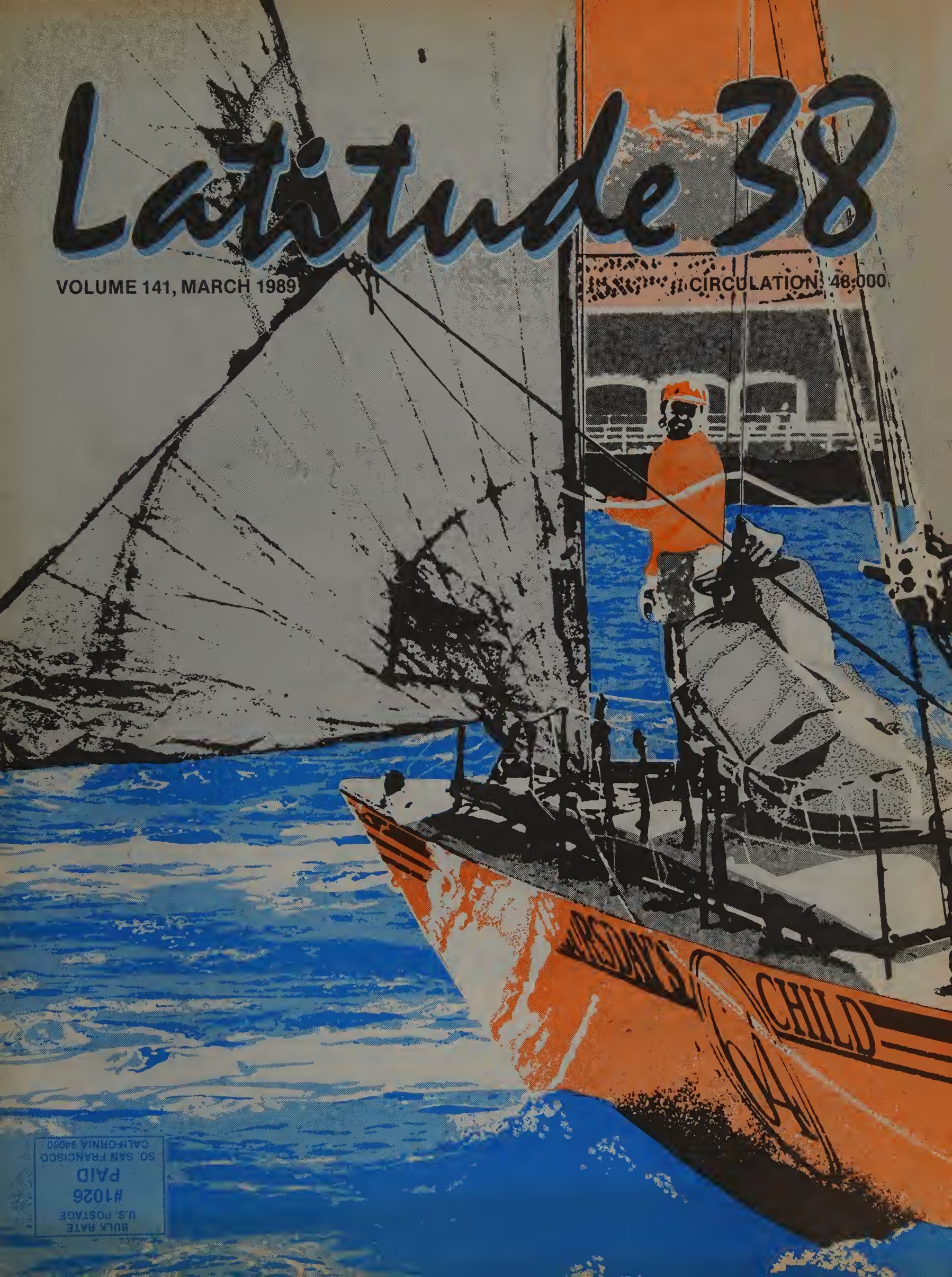


Latitude 38

VOLUME 141, MARCH 1989

CIRCULATION 48,000



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SEE OUR BROKERAGE SPECIALS ON PAGE 43

A Frog with Elan



Doris Kalin

Doris Kalin

ELAN*

FROG IN FRENCH*

Steve Lake's Express 27, "Elan" placed first in every race of the Sunday Berkeley/Metropolitan Midwinter Series and Kame Richards' Express "Frog in French" defeated twenty-eight other Expresses in the Saturday Series.

These obscurely named boats put their Pineapple sails to the test, powering over, under, around and through the competition. The versatility of the sails gave both boats the ability to "change gears" with the changing conditions.

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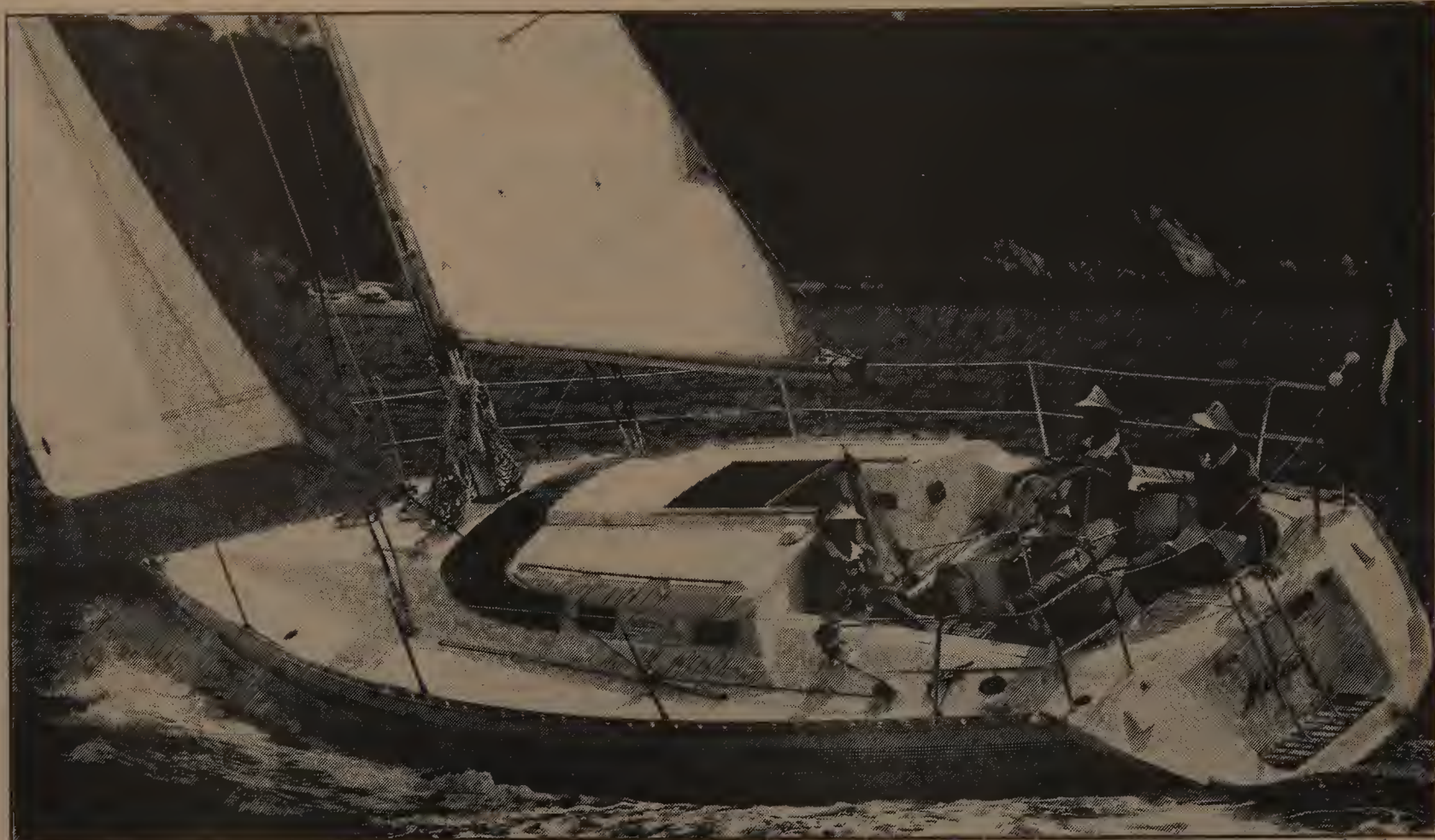


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COVER PHOTO: LATITUDE 38/JR
 'Thursday's Child' has far to go . . .
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BUYERS — We find the right boat for you.

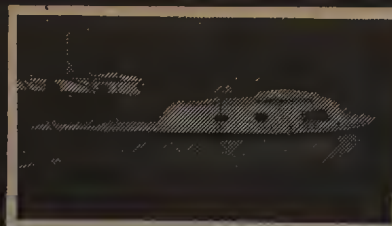
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40' Hunter	89,500
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38' Ericson Loaded	110,000
38' C&C Landfall, Loaded	76,500
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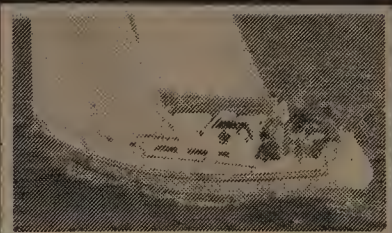
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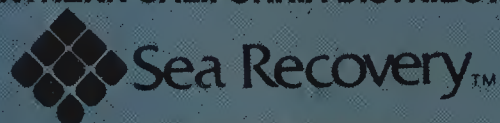
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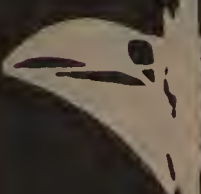
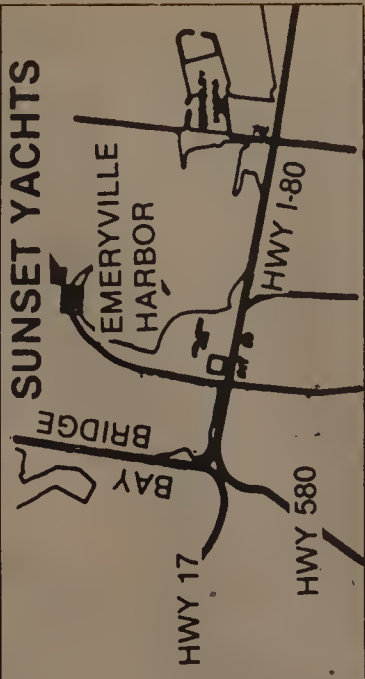
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HERRESCHOFF BOUNTY 65, TAYANA 52, MARINER 48, PERRY 47, SPARKMAN & STEPHENS 47, DOLPHIN 46, ROSBOROUGH SCHOONER 46, DUFOR 45, LANCER POWER SAILER 45, PORPOISE KETCH 45, CHEOY LEE 44, CHEOY LEE 43, BREWER 42, EXCALIBUR 42, TAYANA 42, FORMOSA 41, NAUTOR SWAN 41, NEWPORT 41, NEWPORT 41, RHODES BOUNTY 41, SEA WORLF 41, CHALLENGER 40, CHALLENGER 40, CHEOY LEE 40, HUNTER 40, ISLANDER 40, PEARSON 40,

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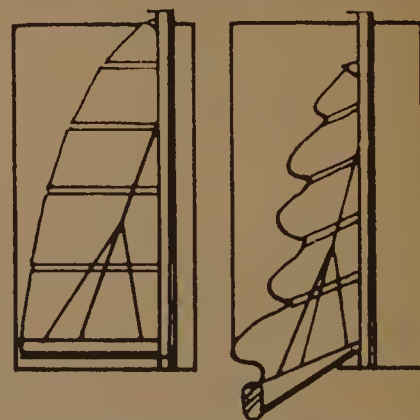
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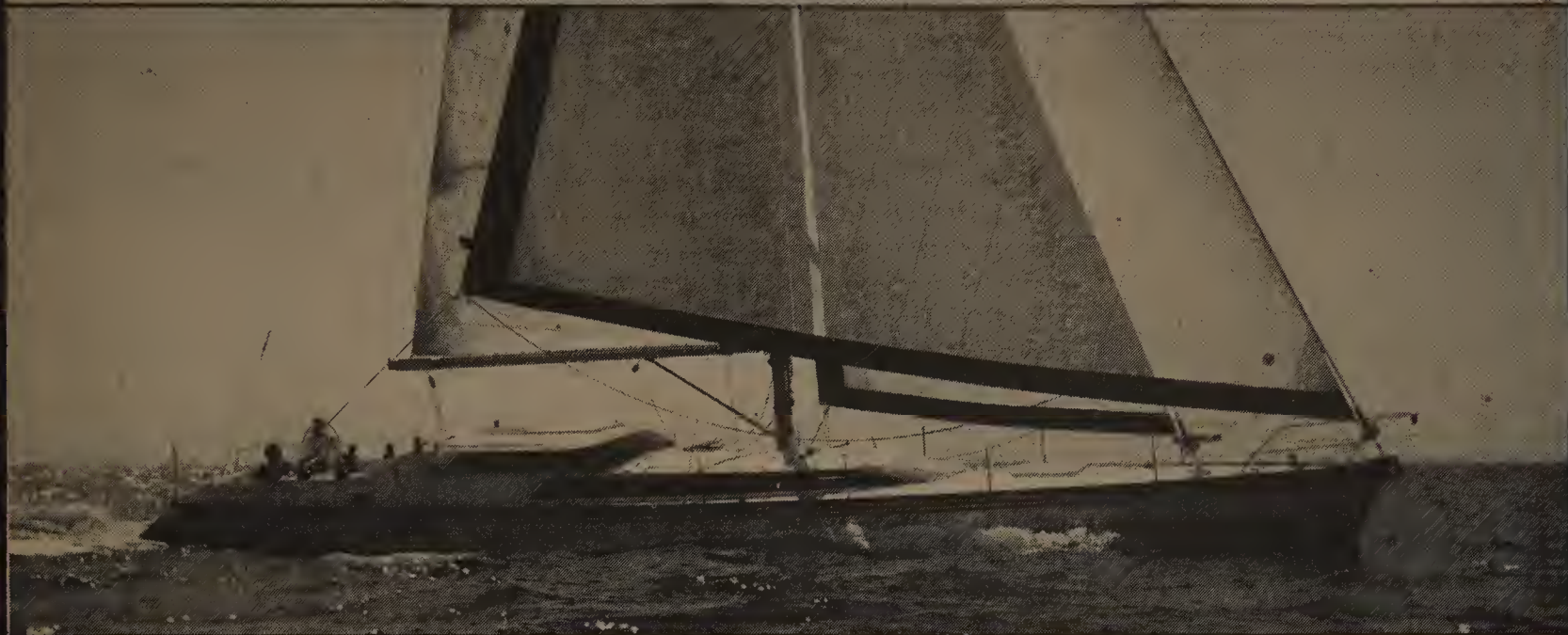
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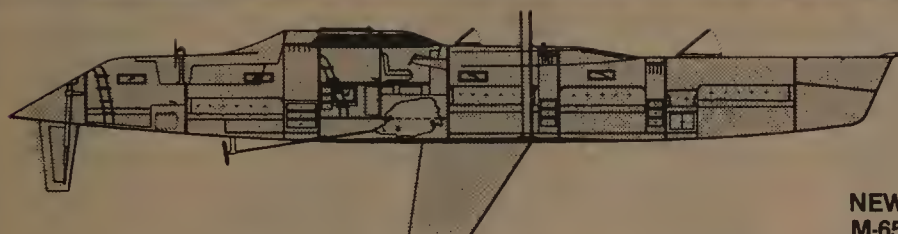


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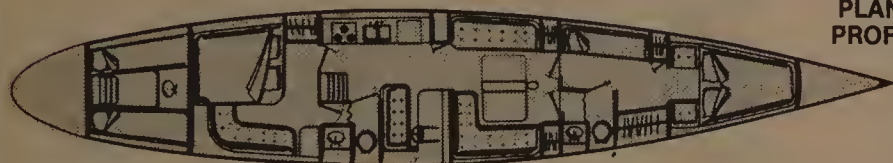
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DRAFT, SHOAL DRAFT KEEL	6'
DISPLACEMENT, DRY	30,000 LBS
BALLAST, LEAD	11,000 LBS
FUEL CAPACITY	175 GALLONS
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BERTHS	10
STATEROOMS	3
HEADS	3
MAINSAIL AREA	505 SQ. FT.
WORKING JIB AREA	407 SQ. FT.
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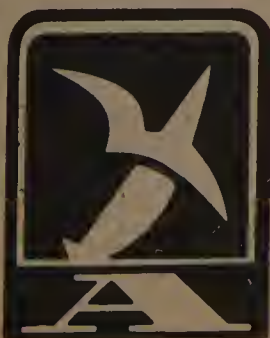
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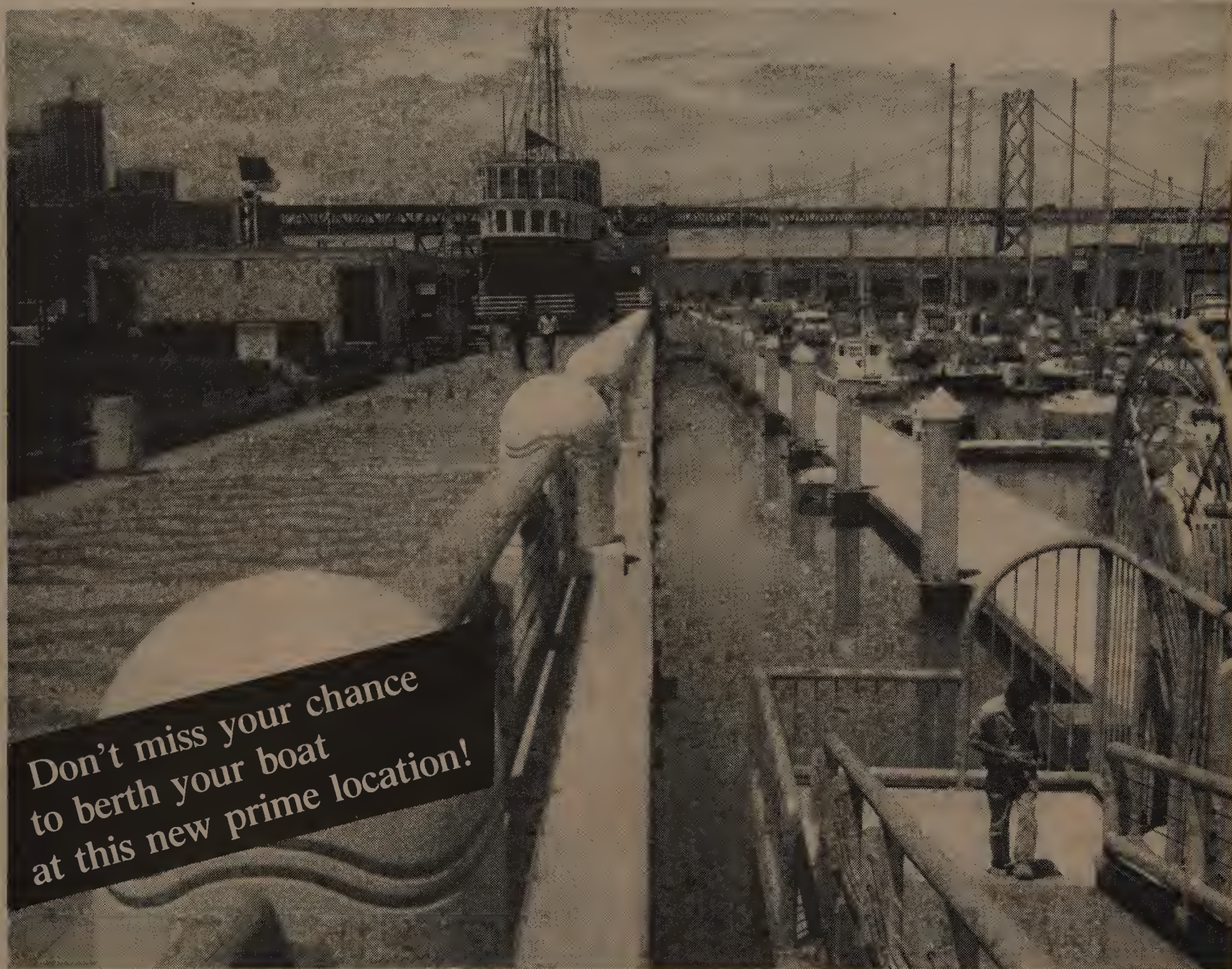
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CALENDAR

Nonrace

March 3 - "Sailing Canvasback to Polynesia". A free slide-illustrated narration of a passage on this 72-foot catamaran. Stockdale Marine Theater (Sacramento). Stockdale Marine, (916) 332-0775.

March 4-5 - Introductory sailboat rides, offered free by the Cal Sailing Club. Departing from the Berkeley Marina between 1 and 4 p.m. Offer repeated on April 1-2. For more information, call 527-SAIL.

March 7 - "Anchoring Along the California Coast and in the South Seas Islands." Part of the Lee Sailmakers Practical Sailing Lecture Series. This one features Gil Roden, a commercial dragger and yachtsman. At Lee Sails in Alameda. Call Donald Bogart-Goring, 521-9100 for reservations.

March 11 - Delta Single Boaters YC monthly meeting. 4 p.m., Bridge Marina YC in Antioch. Open to any single adult with an interest in boating; meetings are held the second Sunday of each month. Ken O'Brien, 778-7665.

March 15-19 - USYRU Spring Meeting. Chicago.

March 16 - Corinthian YC Sailing Foundation Monthly Seminar Series. Topic to be announced. Part of a monthly series on sailing education open to the public. CYC, 7:30, \$2 donation at the door. 435-4771.

March 18 - Tired of sailing slow boats? The SF Bay 505 fleet will be giving out "demo thrill rides" to anyone interested beginning at 1 p.m. at Richmond YC. Free; BYOW (wetsuit); keg provided. Jim Wondo, 236-2763.

March 18 - 4th Annual Wooden Boat Show. Held in downtown Fort Bragg in conjunction with the 7th annual Whale Festival, this event offers a perfect excuse for wooden boat enthusiasts to spend a weekend in Mendocino County. Krystal Spitler, (707) 964-3153.

March 19 - Engine maintenance seminar. Rick Manderfield will speak on basic engine maintenance for both new and experienced boat owners. Loch Lomond YC, 10 a.m. to 1 p.m., brunch and lecture for \$5. Carol Kenworthy, 454-1280.

March 21 - "Winter and summer cruising from Seattle to Ju-neau." Don Bogart-Goring will present a movie and slides about his inside passage through these beautiful cruising grounds without an engine. At Lee Sails, behind the Peking Duck Restaurant in Alameda, just off Webster. 7 p.m., Don Bogart-Goring, 523-9011.

March 25 - Cal 20 Association seminar on starting in large fleets, led by Mr. Pineapple himself, Kame Richards. Starts at 10 a.m. at Encinal YC; after lunch, practice starts will be held on the Estuary in Cal 20s and Santana 22s. Steve Wonner, 521-3364.

March 25 - Columbia Challenger 25th Anniversary & Reunion Dinner to be held in San Francisco. All former, present and future owners, crews, relatives (close and remote) and especially friends are welcome. Call George Gromeeke for information. (408) 867-3470.

March 29 - "Sailing to the Farallones" Racing Seminar. Discussion of racing techniques and comparison of advantages/disadvantages of high and low tech boats. Held in conjunction with Singlehanded Farallones Race skipper's meeting. Oakland YC, 7 p.m. Ants Uiga, 658-8073.

March 31 - Bay Area Multihull Assn. (BAMA) meeting and slide show, featuring Joanne Sandstrom, author of "There and Back Again", speaking about her recently completed trip from the Bay Area to South Africa. MYCO, 8 p.m. Lee Boatright, 453-9064.

April 2 - Coronado 25 Association Luncheon Barbeque. Sausalito Cruising Club. Sailing films plus the usual sea stories. Call Gary Plotner for details, 848-1375 (home).

April 2 - Silent auction to benefit the Richmond YC junior program and the San Francisco Bay Sailing Association. 11 dinghies will be auctioned off between 9 and 5 in the dry storage area of RYC. 237-2821.

FIRST ANNUAL TAX WRITE OFF RACE

Why the name? The charter industry on San Francisco Bay blossomed with the Economic Recovery Act of 1981 and its tax incentives for investments in hard assets. Today, active charter boats can pay their way, but the original catalyst which created the fleets was Reagan's tax incentives. It seemed only appropriate to pay homage to our beginnings with a race for charter boats and April 15 is, of course, the perfect day for the race.

PRIZES - TROPHIES

B-B-Q at Ballena Bay after the race

Eligible Yachts: Any sailboat available for charter to the public.

Sponsors: Club Nautique and Ballena Isle Marina.

Entry Fee: \$15 (entry received at Club Nautique by April 7, 1989).

Late Entry Fee: \$25

Course: Start at NAS Alameda Entrance buoy, Harding Rock - S, "R4" (1 mile east of Point Blunt) - Finish at NAS Alameda Entrance.

Prizes: Trophies will be awarded according to size and number of entries and will include a prize for the best team score.

Barbecue and Trophy Presentation: Will be held at Club Nautique, Ballena Bay, Alameda, immediately after the race.

Guest Berthing: Available at no charge at Ballena Isle Marina for the nights of April 14 and 15.

Entry Forms: Available from Club Nautique. Copies acceptable.

Race Instructions: Will be mailed to registrants or may be picked up at Club Nautique.

Classes: Yachts will be grouped into classes by the Race Committee according to performance. Yachts with spinnakers will not be grouped with non-spinnaker yachts.

RACE ENTRY FORM 1040

April 15, 1989

Yacht Name: _____ Sail #: _____

Representing Charter Company*: _____

Type of Boat/Class: _____

PHRF/IOR III Rating: _____

Rig: _____ LOA: _____ LWL: _____ Beam: _____ Draft: _____

Sail Inventory: _____

Check if you have:

☐ Spinnaker ☐ Folding/Feathering Prop ☐ Roller Furling

Total Number of Crew Including Skipper: _____

Skipper/Charterer: _____

Address: _____

City: _____ State: _____ Zip: _____

Phones: Home (_____) Office: (_____) _____

Skipper's Signature: _____

Entry fee: \$15 (\$25 if received after April 7, 1989), payable to Club Nautique
Mail to: Club Nautique, 1150 Ballena Blvd., Suite 161, Alameda, CA 94501

* Race open only to bonafide bareboat charter yachts. If not part of a club or fleet, please provide evidence of charter availability (ad, copy of insurance, endorsement, etc.)

HOLD HARMLESS & WAIVER: I agree to indemnify and hold harmless Club Nautique, Ballena Isle Marina, their members, employees, committees, owners and agents from all liability, loss or damage they may suffer as a result of claims, demands, costs or judgements against them arising out of the participation of myself, my boat or any occupant thereof, whether crew or guest, whether the liability, loss or damage is caused by, or arises out of the negligence of indemnities or otherwise. In consideration of the permission granted to me to participate in the Tax Write Off Race and related activities, I hereby waive and release Club Nautique, Ballena Isle Marina, their members, employees, committees owners and agents of and from all claims, demands, actions and causes of action of any sort for injury or damage sustained by myself, my boat or any occupant thereof, whether crew or guest, due to negligence or any other fault.

For More Information Call
Club Nautique (800) 342-SAIL



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SAIL

Herreshoff 72' "Victoria". 1974

Probably the most elegant sailing yacht in Northern California. Charter/option or sale for qualified party.

Custom Motorsailor 62'. 1978

Built by International Offshore. Beautiful cruiser or liveaboard located in Hawaii. \$299,000.

Garden Ketch 47' "Horizons". 1974

This vessel is in great condition with a very large salon and galley. Ideal liveaboard or blue water cruiser. \$99,000.

Garden Ketch 47' "Cayuga". 1969

Rare aft cabin version making her the perfect liveaboard. \$89,000.

Davidson 45' "Confrontation" (formerly "Shockwave"). 1980

Very solid aluminum raceboat with an extensive sail inventory. \$99,000.

Swift 40' "Morning Glory". 1979

Excellent fiberglass center-cockpit cruising boat built to Lloyd's of London specs. Aft cabin, two heads and a beautiful salon. \$80,000

Pearson Vanguard 32'. 1967

A very solid boat needing a little TLC. Strong atomic 4 engine. \$17,950.

Columbia 32' Sabre. 1965

One of the most graceful vintage sailboats. Needs some work, but a steal at \$4,950.

Pearson Triton 28'. 1962

A solid family cruiser in good condition. Makes an ideal first boat. \$9,999.

J24. 1978

Brand new paint job. What more can we say. \$7,950

POWER

Sea Ray 30' weekender with flying bridge. 1979

This boat has lots of options and a hard-to-get Monterey slip. \$48,950

Roughwater 29'. 1980

Great fiberglass Delta boat. Diesel. \$16,000.

Aqua Sport 17'. 1979

With 115 hp engine that needs some work. A mechanics opportunity. \$4,000.

SAIL continued

Sun 27' diesel, many extras.	1978	\$19,950
MacGregor 24' and trailer.	1972	\$3,950
Aquarius 23' and trailer.	1974	\$3,950
Clipper 23'.	1977	\$2,900
Catalina 22'.	1974	\$3,900
Rhodes 22' and trailer.	1979	\$6,500
Tornado and trailer.	1980	\$1,600
Wilderness 21' and trailer.	1978	\$4,900
Freedom 21.	1984	\$10,000
O'Day Mariner and trailer.	1963	\$1,000
Flying Dutchman and trailer.	1968	\$1,000
505 and trailer.	1972	\$1,500
Contender and trailer.	1976	\$2,000

CALENDAR

April 5 - Latitude 38 Crew List Party. Corinthian YC in Tiburon, 6-9 p.m. Only party this year - come meet other sailors! \$5 if your name is not on the list. 383-8200.

April 13, 1929 - A 21-year-old drop-out from MIT named Olin Stephens teams up with youthful yacht broker Drake Sparkman on Olin's birthday to form what would become the most successful yacht design firm in modern times. Along with brother Rod (who, after sampling the academic fare at Cornell University for a year, had also dropped out), Olin churned out a succession of famous boats beginning with *Dorada*, which was commissioned by their father, Rod Sr., in 1931. Over the next half-century, S&S cranked out everything from one design classes (Blue Jay, Lightning, Shields) to ocean racers (*Bolero*, *Baruna*, *Finisterre*, *Yankee Girl*, *Running Tide*) to 12-Meters (*Intrepid*, *Courageous*). Sparkman is long gone, but 80-year-old Olin, who is known as the "Dean of Designers", and Rod still keep a hand in at their New York design office. Not bad for a couple of "dropouts"!

April 30 - Opening Day on the Bay, sponsored by Marine World Africa USA. The theme this year is — you guessed it — "Marine World." See you there!

Racing

March 4 - Catalina 34 One-Design race and Dinner Cruise to Coyote Point YC. Skipper's meeting at 1000; race at 1200; dinner at 1730. For info and/or reservations, call Dick Barck, 941-1102.

March 4-5 - St. Francis YC Spring Keel Regatta. Four races over two days for Etchells 22s, J/29s, Express 27s, J/24s, Solings and Stars. StFYC, 563-6363.

March 11 - Newport Harbor Cabo Race. Traditionally the TransPac tuneup. See *The Racing Sheet*. NHYC, (714) 673-7730.

March 11-12 The Big Daddy Regatta, which Richmond YC is billing as "the first major regatta of the year for normal people." For IMS, IOR, MORC or PHRF boats under 156. RYC, 237-2821.

March 11-12 - St. Francis YC Spring Dinghy Regatta. Three races Saturday; two on Sunday for 505s, International 14s and Snipes. StFYC, 563-6363.

March 13-19 - Congressional Cup in Long Beach. Match racing at its finest. See *Race Notes*.

March 18 - Imbibe and Jibe Race (adults only). Team racing for El Toros, "food and folly". Skippers meeting 1 p.m.; racing/drinking starts at 2 p.m. Metropolitan YC, 536-7450.

March 18-19 - St. Francis YC Spring One Design regatta. Two races Saturday; one Sunday for Newport 30s, Islander 36s, Tartan Tens, Express 37s, Olson 30s and Santana 35s. StFYC, 563-6363.

March 18-19 - Berkeley YC Wheeler Regatta. Two day, three race IMS/PHRF regatta starting and ending on the Berkeley Circle. Bobbi Tosse, 939-9885.

March 22-26 The Ziploc Ultimate Yacht Race. This dash for cash off Pier 39 is expected to draw six Ultimate 30s in the first of four Ultimate series in '89. See *The Racing Sheet*.

March 25-26 - Small Boat Racing Association season opener. Richmond YC, divisions A, B and C. RYC, 237-2821.

March 26-31 - Sea of Cortez Race Week, aka Baja HaHa. Let the good times roll! See *Sightings*.

April 1 - El Ano Trigesimo-Seis Gran Concurso Barco-Toro. Freely translated: the 36th Bullship Race for El Toro dinghies. Begins at 8 a.m. off the Ondine Restaurant in Sausalito; it ends, hopefully before the 4.1 max ebb at noon, off the St. Francis Yacht Harbor breakwater.

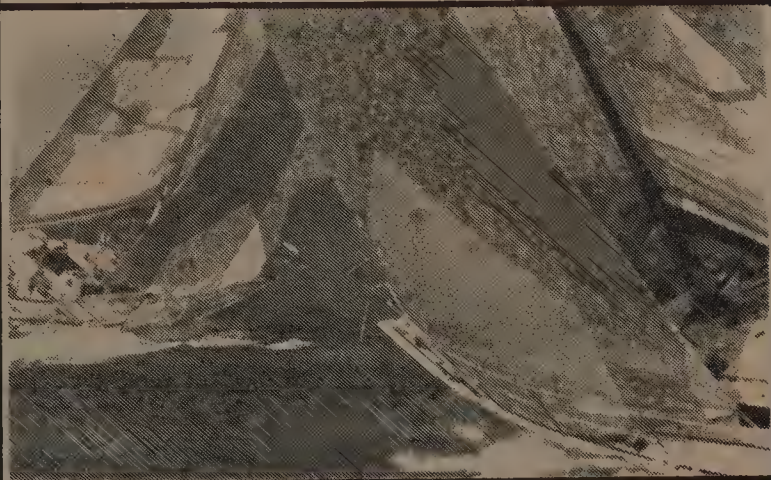
April 1 - Singlehanded Farallones Race. A local rite of passage or a serious exercise in masochism? Ants Uiga, 658-8073.

April 1 - Encinal YC Second Annual All-Express Regatta. For 27s, 34s and 37s. Races start at Knox; second race ends at EYC for Saturday night party. Shirley Temming, 521-0966.

April 15 - Lightship Race. Mail in your taxes, then head out

TRUTH: FUN. SUN. SAILING. CELEBRITIES.

It sounds like Richmond Yacht Club is hosting an **IMS** (International Measurement System) Regatta, and it just has to be the **Big Daddy**.



DARE: Come to the party. Race **IMS**. See Gary Mull's presentation.

Friday, March 10th.

Richmond Yacht Club

7:30 p.m.

Be there. **(415) 237-2821**

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CALENDAR

into the Gulf of the Farallones for the first crewed ocean race. Only six weeks away. For entry package, call Lauren or Sherry at the YRA office, 771-9500.

April 15-16 - Clear Lake Regatta. The annual spring get-down for the trailer boat set. Hosted by Lakeport YC on the biggest lake in California. Ken Shelden, (707) 263-5039.

April 28 - Newport to Ensenada Race, aka "The Enchilada Derby". Everyone should do this one once. NOSA, (714) 640-1351.

April 29 - Doublehanded Farallones Race. Sponsored by BAMA. Linda Maudru, 369-5011.

April 29-30 - 23rd Annual Camellia Cup Regatta, hopefully. Last year the regatta was cancelled due to lack of water. This year, we're told that members of the host Folsom Lake YC are performing monthly rain dances in an attempt to head off another dry year. So far, they aren't working. "We may be forced to invade the Bay and Delta in larger than normal numbers this summer," says Commodore Virginia Getty-Fredrickson, who can be reached at (916) 381-2173.

Remaining Midwinter Series

ENCINAL YC - "Jack Frost Series". 3/18, 4/15. Shirley Temming, 521-0966.

GOLDEN GATE YC - "Manny V. Fagundes Midwinter Regatta". 3/4. Tom Martin, 826-6516.

LAKE MERRITT SAILING CLUB - 3/5. LMSC, 834-6293.

SANTA CRUZ YC - 3/18. Rob Franks, (408) 425-0361.

SAUSALITO CRUISING CLUB - 3/4 (2 races). Bob Wooll, 331-5770.

Please send your calendar items **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA, 94966. Send early, send often, but only one announcement per page and please, no phone-ins. Yes, we have decided to join the 20th century and do accept FAXed Calendar items. Our FAX number is (415) 383-5816. Please note "Attention Calendar" on the cover sheet. Calendar items are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

March Weekend Tides

day/date	slack	max	slack	max
3/4/Sat		0115/2.0E	0428	0719/2.5F
	1005	1327/4.8E	1724	2030/3.8F
	2344			
3/5/Sun		0204/2.6E	0516	0810/3.1F
	1059	1416/5.2E	1805	2106/4.2F
3/11/Sat		0021/3.2F	0316	0630/4.8E
	1021	1321/3.5F	1645	1902/2.5E
	2213			
3/12/Sun		0109/2.6F	0401	0723/4.5E
	1128	1428/3.1F	1758	2001/1.8E
	2313			
3/18/Sat		0211/2.3E	0457	0755/2.6F
	1029	1356/4.0E	1734	2043/3.6F
	2340			
3/19/Sun		0238/2.6E	0539	0835/2.9F
	1117	1429/4.0E	1811	2114/3.5F
3/25/Sat		0533/4.0E	0915	1214/2.8F
	0216	1801/2.3E	2055	
	1535			
3/26/Sun		0003/2.1F	0243	0616/3.8E
	0959	1257/2.5F	1628	1844/1.8E
	2124			



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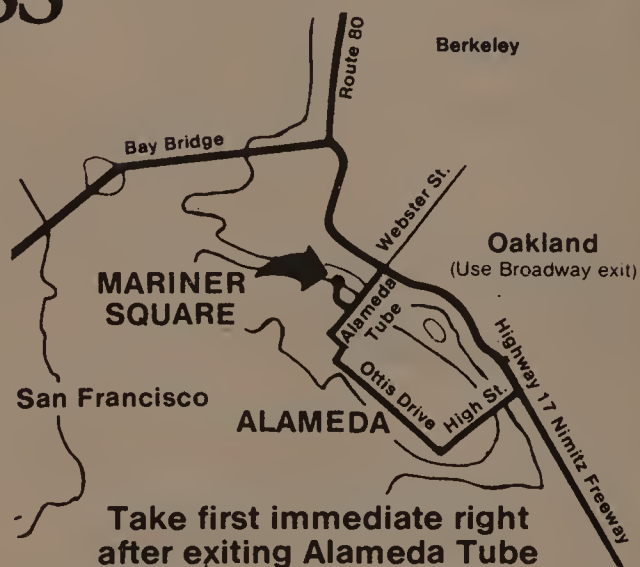
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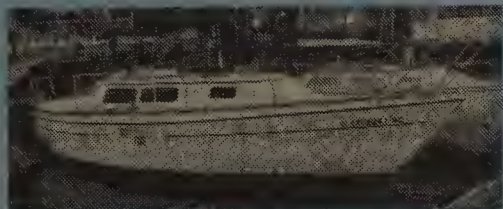
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30' BABA	'83	Cutter rig, Loran, tiller, Robert Perry design by Ta-Shing	69,000
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36' PEARSON	'85	S/S winches, roller furling, dodger, aft cabin	93,500
36' JEANNEAU	'85	Loran, dodger, fast — and more!	84,900
38' ALAJUELA	'76	Loran, 5 bags of sails, Onan generator, self-steering windvane, AP, refrigeration, dinghy, dodger, triple reef main, cutter rig, windlass & more	92,000
38' ERICSON 381	'82	Great condition, electric windlass, CNG stove, dodger, Loran, WP, WS, diesel heater, a must see boat!	64,950
38' PEARSON 385	'84	Owner anxious!	110,000
40' C&C	'84	Aft cabin, great Bay boat	129,950
41' JEANNEAU	'86	SOLD	113,000
41' C&C	'84	Loaded for offshore racing: Loran C, SatNav, new rigging, 11 bags of sails	175,000
45' DUFOUR	'75	Spacious interior, motor sailor, very plush	159,950
45' JEANNEAU	'85	Teak deck, cruising electronics, offshore ready	197,500

Particulars are believed to be correct but are not guaranteed.
Subject to prior sale, price change or withdrawal without notice.

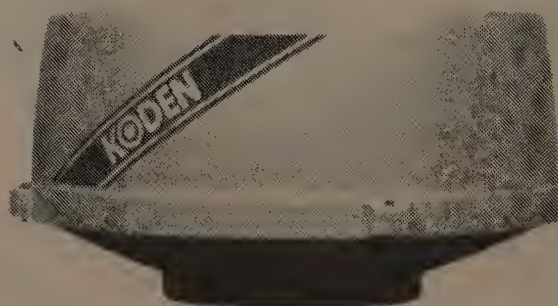
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MD-3000 RADAR



MD-300 ANTENNA

- .24 to 32 n.m. with Radome
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- Three presentation modes include head-up picture, north-up and course-up when a gyro-compass is connected with gyro adaptor.

List Price: \$2795

SALE PRICE: \$2295

**SAVE
\$500!**



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Congratulations: Thursday's Child

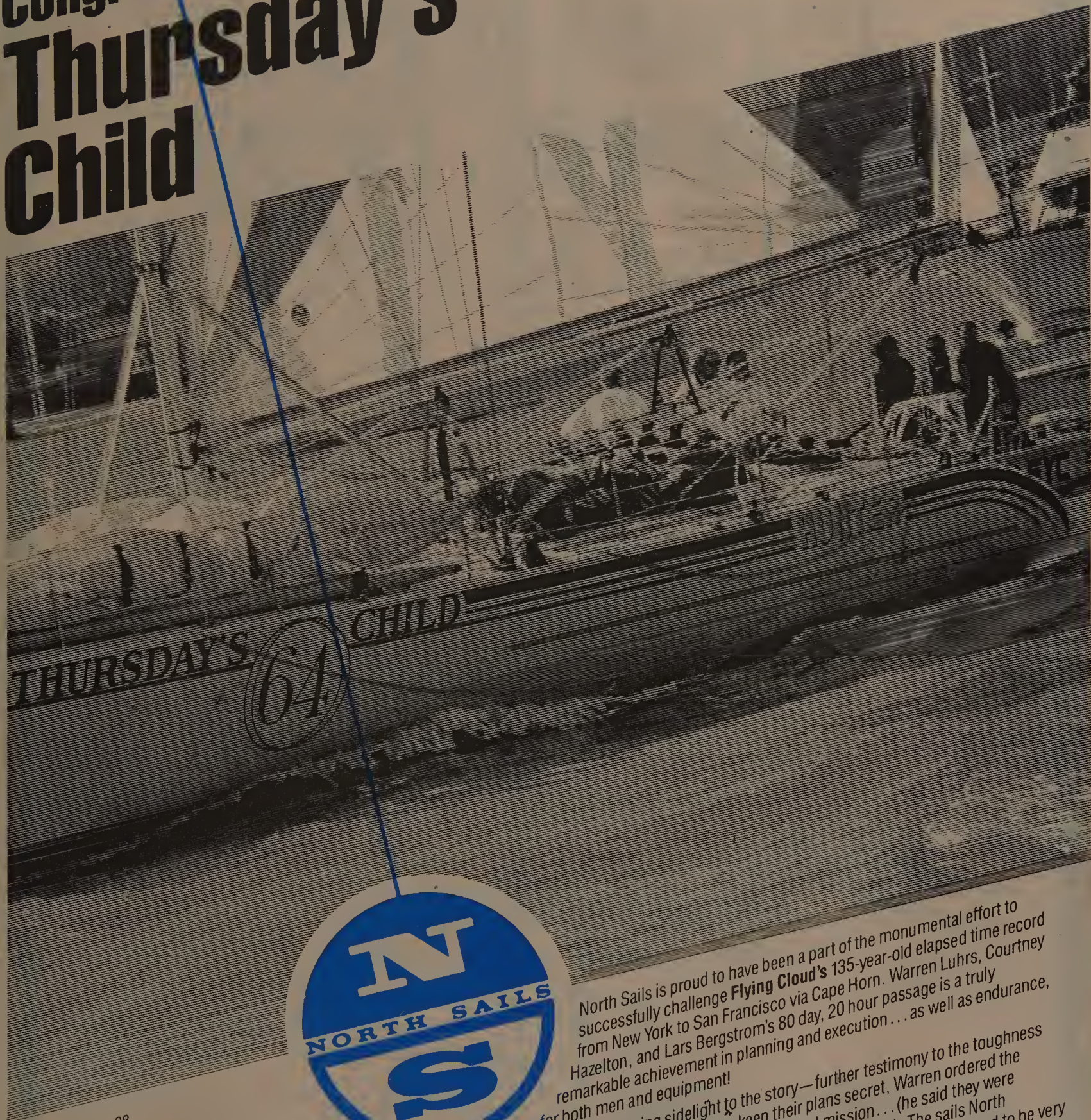


Photo by Latitude 38

2415 Mariner Square
Alameda, CA 94501
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North Sails is proud to have been a part of the monumental effort to successfully challenge **Flying Cloud's** 135-year-old elapsed time record from New York to San Francisco via Cape Horn. Warren Luhrs, Courtney Hazelton, and Lars Bergstrom's 80 day, 20 hour passage is a truly remarkable achievement in planning and execution... as well as endurance, for both men and equipment!

There was also an amazing sidelight to the story—further testimony to the toughness of North Sails: In his determination to keep their plans secret, Warren ordered the sail inventory without originally disclosing his real mission... (he said they were planning "offshore testing" for a future Whitbread Challenge). The sails North designed not only stood up to the awesome conditions they met, but proved to be very fast too—setting a new elapsed time record for the 14,500 mile distance.

Proof once again that the fastest... **and toughest**... sails in the world are designed and built by North.

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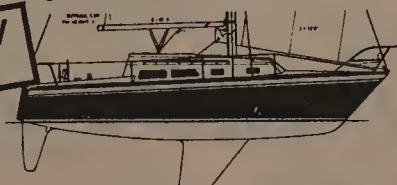
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\$45,300**



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Gulf-32

**Sail Away
\$59,900**



Pilothouse

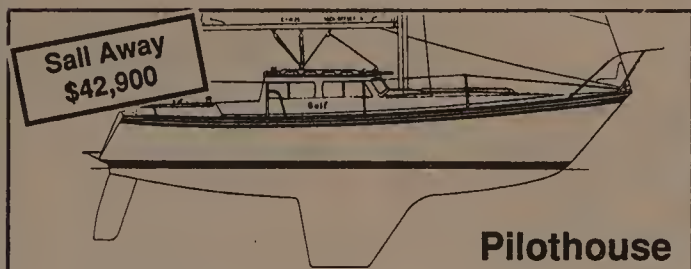
**Sail Away
\$59,950**



N-33 Pilothouse
NEWEST (1988) ADDITION TO THE FLEET

Gulf-29

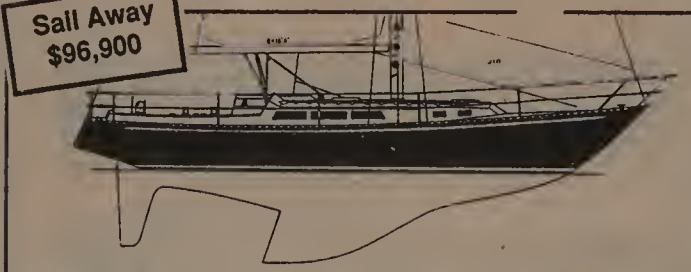
**Sail Away
\$42,900**



Pilothouse

newport 41-M

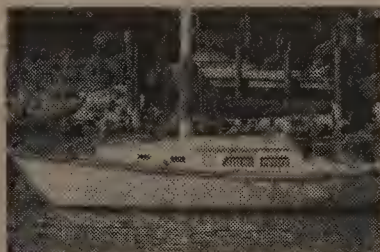
**Sail Away
\$96,900**



Sailaway Includes: Full electronics (VHF, depth, knot/log, compass); Sails (main & lapper jib). Ground tackle, pedestal steering, full safety package, shore power, pressure h/c water, shower (except N-28); Freight & commissioning; many additional options and installed customized cabinetry, teak sole.



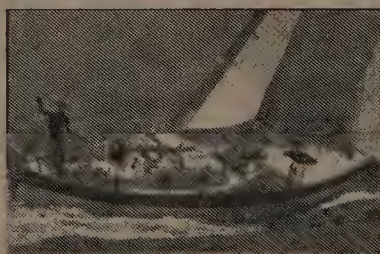
43' PORPOISE
Ketch. Quite possibly the finest 43-footer on the Bay. Nothing spared for ultimate liveaboard comfort, beauty and bluewater cruising. Asking \$135,000



28' NEWPORT II, '81. Diesel, newly refurbished in and out; recent survey. Asking \$18,000.



36' UNION POLARIS, '81. Like new, low hours; great liveaboard cruiser. Asking \$80,000.



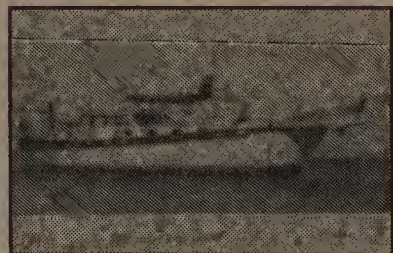
39' FREYA Cutter, '78. Trans-ocean vet. Recently refurbished (sistership). Asking \$79,000.



30' PEARSON, '73. You should be in such great shape! Asking \$19,500.



28' ISLANDER, '76. Diesel, club jib, four sails, clean. Asking \$21,000.



48' ALL STEEL PH ketch, '81. Pacific veteran, comfortable & USCG approved for 18 guests. Asking \$225,000.

SELECTED SAILBOAT BROKERAGE

25' O'DAY & trailer, '77	\$16,500	33' YAMAHA, '78	29,000
27' ERICSON, (3) frm	15,900	34' ERICSON, 2 from	37,000
27' EXPRESS & trlr, '82	27,000	34' HUNTER, '83	51,000
27' CS sloop, '79	21,900	34' PETERSON slp, '82	44,900
27' SUN sloop, '78	18,000	36' CHEOY LEE Luders, '76, dsl	49,000
28' ISLANDER, dsl, '76	21,000	36' YAMAHA slp, '81	79,000
28' NEWPORT, '79	16,000	36' ISLANDER, '79, dsl	57,000
28' PEARSON, '85	45,000	36' S-2 (11 meter) slp, '80	63,000
28' DUFOUR, '84	44,000	37' ISLANDER PH, '70, dsl	47,000
30' NEWPORT II, dsl, '79	35,000	38' ERICSON, '82	68,000
30' ERICSON, '80	42,000	39' LANDFALL ctr, PH, '79	75,000
30' PEARSON, '73	19,500	39' NEW ZEALAND slp, '82	69,000
31' DUFOUR, '80	29,900	40' STEEL PH M/S, '77	80,000
32' ERICSON, '72	27,000	41' NEWPORT, (3) frm	59,000
32' GULF, '84, loaded	52,000	41' FORMOSA ketch	79,000
32' PEARSON 323, '78, dsl	48,000	45' LANCER PH M/S, '83	125,000
33' HUNTER, '79	36,000	45' PORPOISE ketch, '70	80,000

Catalina//Morgan

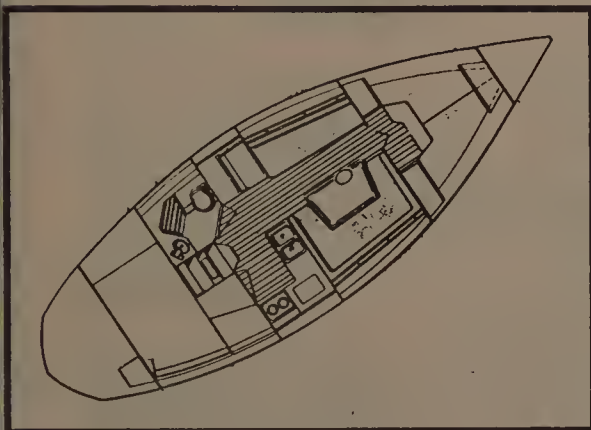
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CATALINA

22 • 25 • 27 • 30 • 34 • 36 • 38 • 42

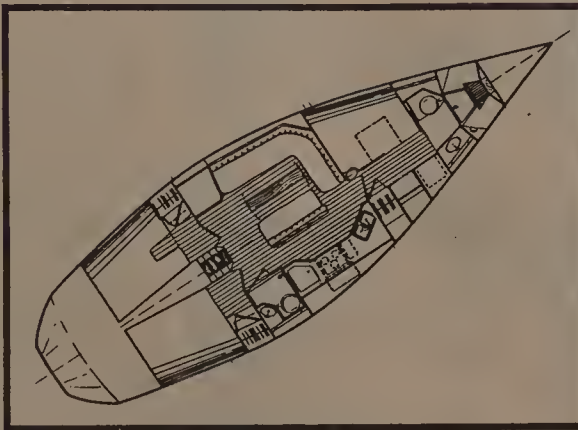
MORGAN

41 • 42



CATALINA 36

A delight to sail and a pleasure to stay aboard. Two private cabins, large galley and dinette. \$65,000 Complete Sallaway.



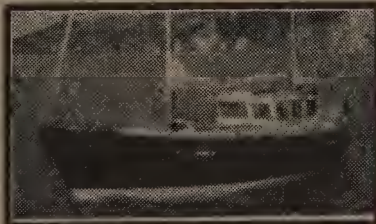
CATALINA 42

Fast and fun to sail with great interior accommodations. Three staterooms, two heads, large galley and suite. In stock and ready for immediate delivery. \$108,000.

BROKERAGE



1974 CATALINA 27. Main, jib, storm jib, 150 genoa, VHF, KM, DF, cockpit cushions, Atomic 4 i/b; great shape, great starter. \$13,200.



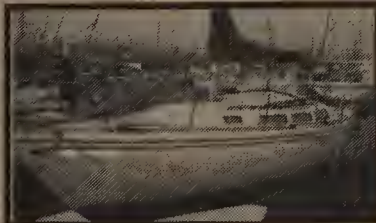
1974 FISHER 37 Loaded with all the best extras, including radar; very clean. \$125,000



1981 ERICSON 29 Nice condition and clean; ready to sail; i/b power. Great starter. \$19,995



1976 ERICSON 32 Three headsails, dodger, pedestal, new interior. Clean. \$29,400



1984 CATALINA 30. Dodger, large diesel, pressure water, pedestal and clean. \$38,995



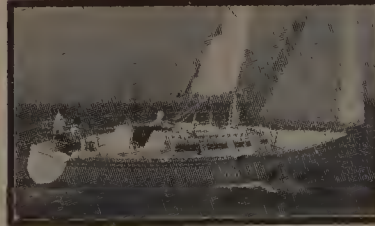
1987 NOR'SEA 27 i/B diesel, full keel; clean and ready to sail. \$27,500



1984 JEANNEAU 32 i/B diesel, pedestal steering, dodger, private aft cabin. \$44,500



1987 CATALINA 34 KM, DS, WP & WS, spinnaker & gear, furling, i/b dsl. \$59,500



1984 CATALINA 36 Knot, depth, WP & WS, furling, i/b diesel; clean, clean, clean! \$62,995

EAGLE YACHT SALES

SAIL

(3)	CATALINA 22	FROM 3,790
'73	SANTANA 22	6,500
'84	O'DAY	7,945
(2)	RANGER 23	FROM 7,495
'67	O'DAY 23	4,495
(2)	CATALINA 25	FROM 9,995
(3)	CORONADO 25	FROM 4,495
'65	PEARSON 26	9,995
'70	INT'L FOLKBOAT	14,000
(6)	CATALINA 27	FROM 8,995
'73	ERICSON 27	18,500
'69	VEGA 27	14,500
'67	CAL 28	11,500
'71	ERICSON 29	19,995
(3)	CATALINA 30	FROM 27,995
'73	FISHER 30	49,500
'67	COLUMBIA 31	22,500
'70	BRISTOL 33	28,995
'76	CAL 34	38,000
'84	CATALINA 36	59,995
'80	ALLIED 36 KETCH	74,995
'81	CATALINA 38	60,995
'87	MARINER 39	130,000
'82	SWIFT 40 KETCH	94,995
'72	COLUMBIA 43	74,995

POWER

'87	INTEGRE 46	197,000
-----	------------	---------

NEW STYLE
CATALINA 25
NOW IN STOCK

FARALLONE YACHT SALES

SAIL

'85	NACRA 5.8	4,500
'76	CORONADO 15	1,700
'75	C&C 24	9,500
(4)	CATALINA 25s	11,400
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
	525 SANTANA	INQUIRE
(5)	CATALINA 27s	13,200
'79	NOR'SEA 27	27,500
'83	CAPRI 30	20,000
(3)	CATALINA 30s	24,900
'84	JEANNEAU	44,500
'79	PETERSON 34	34,000
'84	FISHER 34	109,000
'77	TAYANA 37	72,000
'81	NIGARA	72,000
'75	FISHER 37	125,000
(3)	CATALINA 38s	58,000

POWER

'73	LAGUNA 38	79,000
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TAYANA



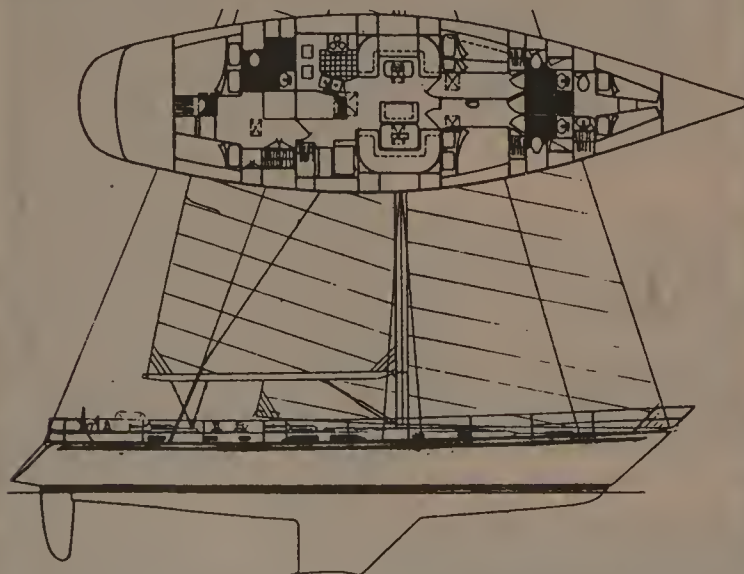
TAYANA 37 Cutter. The proven choice of the offshore sailor. Hull #600 soon to be completed. Unbelievably well equipped at an exceptionally low price. New!! At our docks. **Was \$113,500 - NOW \$106,500!!!**



TAYANA 47 New aft cabin cutter. The "next generation" Robert Perry design. Displ 35,000 lbs, 14'6" beam, 6'0" draft, 1,048 sq ft sail area. We sold the first 47 right off the drawing board. Come and see what makes this boat so special. **\$185,000** fab Alameda.

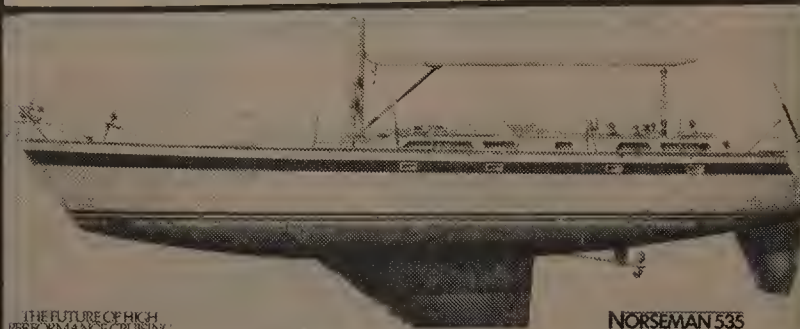


TAYANA 52 Cutter. Robert Perry said, "The Tayana 52 has the sweetest sheer I have ever drawn." Few yachts exhibit such stunning symmetry. Aft cabin, **\$214,000**. Aft cockpit, **\$207,000**.



First Four Boats Already Sold!! TAYANA 65 cutter. Displacement 65,000, 17'9" beam, draft 8'0". New Robert Harris design. Extensive list of standard equipment includes: 15 kw diesel generator, Grunert refrigeration, Max prop with Scatra system, Nilsan electric windlass. **\$470,000**.

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NORSEMAN 535

NORSEMAN 535 The future of high performance cruising! The new Norseman 535 is the most luxurious yacht of her size. A fine performance cruising yacht, she is also designed to be easily handled by minimal crew. Appointed with the world's finest yachting equipment, you'll find her quality and craftsmanship unbeatable.



ERICSON 30 Comfortable family performance cruiser, well cared for, spinnaker equipped. At our docks. **\$27,950**.



MAPLE LEAF 48 Super buy!! Huge boat, new roller furling, autopilot, combi system, aft cabin, twin cockpits. **\$119,000!!**

SAILBOAT LISTINGS

LOA	MODEL	LOCATION	PRICES
23'	RANGER		5,500
27'	U.S.		17,500
30'	ISLANDER		22,500
31'	MARINER ketch, dsl		36,000
31'	PEARSON sloop '78		37,500
31'	RUSTLER full keel		39,995
31'	SEAFARER		17,500
34'	WYLIE		44,000
35'	SANTANA	from	45,000
36'	PEARSON 365 '77		65,000
36'	CASCADE cruise ready		59,000
36'	ISLANDER loaded '79		57,500
37'	TAYANA MkII ketch		110,000
37'	PEARSON furling jib		63,500
39'	ERICSON aft cabin B mdl		85,000
40'	VALIANT PH, Mex mooring		139,900
40'	NORSEMAN Loaded		199,000
41'	MORGAN OI '79		71,500
43'	COLUMBIA		75,000
44'	NORSEMAN 447 aft ckpt		SOLD
44'	HUDSON ketch '78		79,000



NEW! CAL 2-27 1978. I know you won't believe it, but this boat has been stored in a warehouse since 1978. Full electronics, North sails. **\$24,000**.

45'	DUFOUR MS	150,000
53'	NORSEMAN 535 cutter	637,000
55'	TAYANA cutter	350,000

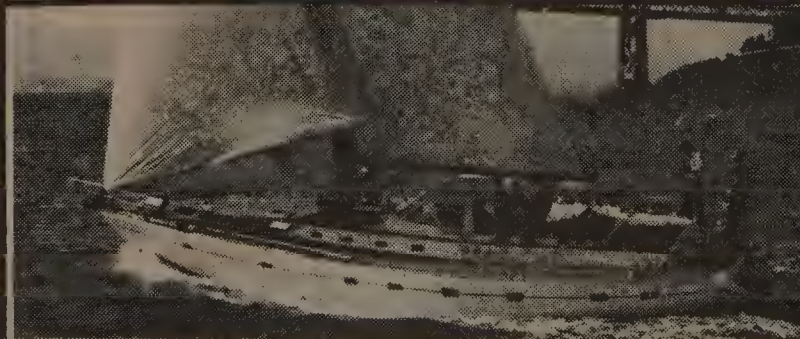
If your boat is for sale, we need your listing!
highlighted listings are at our docks



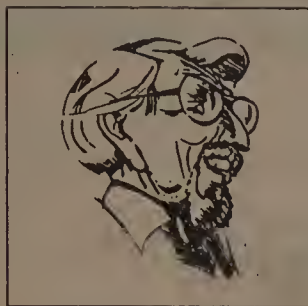
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TAYANA 55 Cutter. Center cockpit. Displ 48,400 lbs, 16'1" beam, draft 7'2", 17,600 lbs ballast, 1,635 sq ft sail area. Pieter Beeldsnider design. Speed with extraordinary ease in handling, even by two people. A tall rig cutter with great sail carrying capacity which will allow the yacht to reach her inherent high speeds on all points of sail. **\$256,000** fab Alameda.



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43' COLUMBIA '70 Sloop Big, spacious, well kept/equipt. Dsl aux, furl'g jib; set up for liveaboard. Don't miss this one! \$74,900



38' ERICSON '82 Masthead sloop, 4 cyl dsl aux, well equipped including dodger. Reduced to \$64,500.



39' FREEDOM '83 EXPRESS Ketch rigged, carbon fiber masts, 44hp dsl, spacious interior, nice cond, working sails + mizzen stays! Asking \$115,000



37' TAYANA 1985 Mark II Cutter. 33 hp diesel aux, aft stateroom, separate shower, dodger, refrig. Sharp. Reduced to \$82,500

OPEN 6 DAYS • CLOSED WEDNESDAYS

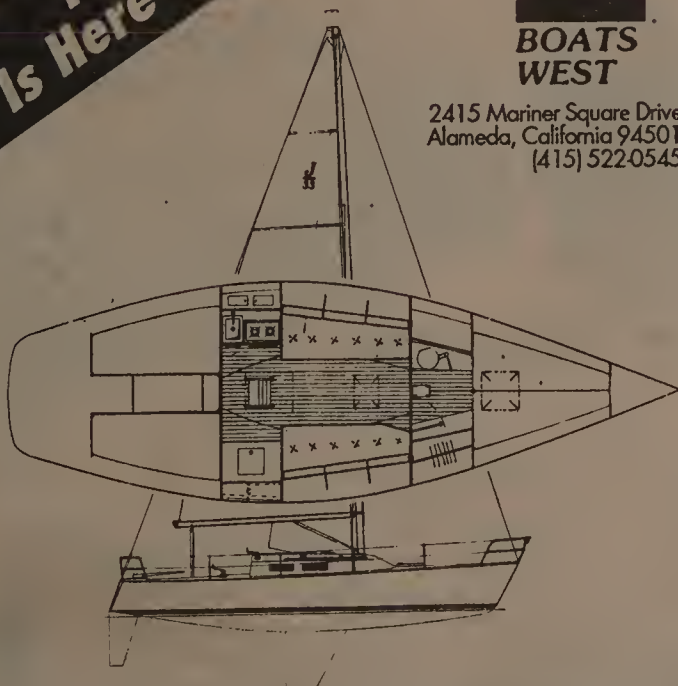
27' DUFOUR '75, diesel aux, 4 sails	Try	\$16,500
27' ERICSON's,	Pick of	Two
27' BUCCANEER '77, big, spacious, must sell. Try		\$16,500
27' CS Sloop, diesel aux, attractive interior, quality		\$21,950
27' CATALINA 1974's, budget favorites!		\$10,000
28' PEARSON '86, diesel aux, well equipped		\$46,950
28' ISLANDER '77, i/b aux, clean, attractive		\$18,750
30' PEARSON '79, dsl aux, furling main, electronics ...		\$27,950
30+ ERICSON, '82, dsl aux, North sails, loaded, sharp		\$42,500
30' BABA '83, dbl end displ cruiser, dsl aux, sharp ..	Offers	
32' ERICSON Sloop, '85, dsl aux, furling jib, shower, full electronics		\$56,500
34' ERICSON '77, dsl aux, 6 sails, shower, dinghy		\$37,950
35' C&C Sloop, '82, dsl aux, 4 sails, dinghy, great sailer		\$69,650
38' PEARSON Sloop, '84, Perkins dsl, 3 sails, roomy .		\$109,500
41' C&C Sloop, '84, large sail inventory, loaded		\$175,000
42' TAYANA ctr ckpt ctt, '83, beautiful! See to appreciate		\$137,500

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At Our Docks Through The April Boat Show
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REPO HOTLINE

SIZE	MFG	YR	DESCRIPTION AND COMMENTS	VALUE	HIGH BID
POWER BOATS					
15.5	VICRAFT	'85	Tohatsu a/b 40hp, trlr, great starter	2,500	
16'	BAYLINER	'86	Force 95hp a/b, trlr, good shape	5,000	4,250
16'	SUNRUNNER	'88	Volvo Pento 151 140hp, trlr, gd cond	8,600	6,700
17'	MARLIN	'83	Mercury 7-hp, trlr, clean	8,200	2,800
18'	BAYLINER	'86	Capri, Volvo 125hp, trlr	10,600	7,200
18'	INVADER	'86	Cuddy, OMC 131hp, trlr	10,000	6,200
22'	NATIONAL	'74	Volvo 165hp, tandem trlr, fixer upper	7,000	2,800
25'	FARALLON	'80	Fishing boat, large open cockpit, dsl	25,000	18,500
45'	BLUEWATER	'78	Twin V-8, gas, flybridge, clean	75,000	70,000
53'	BAGLIETTO	'71	Mahogany over oak frames, dsls	110,000	

SAIL BOATS

28'	COLUMBIA	'76	Atomic 4, clean, gd starter boat	sold	15,000	6,000
29'	RANGER	'72	KM, DS, 3 sails, i/b Atomic 4		17,000	5,500
30'	ERICSON	'80	Yanmar dsl 12hp, VHF, stereo, clean		27,000	19,500
31'	KNUD REIMERS	'47	True classic! New dsl, plenty of sails		20,000	9,000

SOON TO BE RELEASED FOR SALE

60' STEEL CRUISING KETCH, 38' TOLLYCRAFT twin V-8's • LANCER 36 sloop
Unless otherwise noted, all boats are located in our storage yard, or at our docks AT MARINER SQUARE IN ALAMEDA, CALL IF YOU NEED DIRECTIONS TO OUR OFFICE (415) 523-8502 (data furnished is believed to be correct but is not guaranteed)

UNLESS OTHERWISE NOTED, ALL BOATS ARE LOCATED IN OUR STORAGE YARD, OR AT OUR DOCKS AT MARINER SQUARE IN ALAMEDA

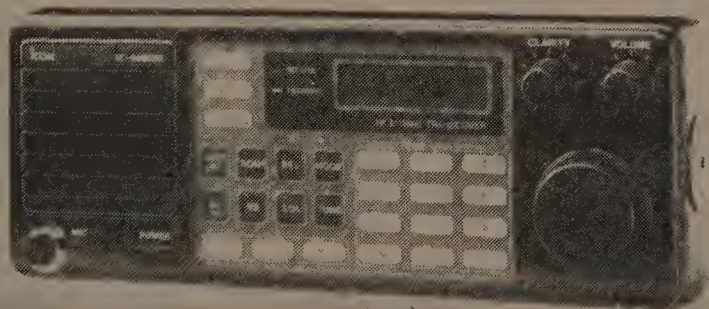
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- A single fiber-optic cable 1/8" in diameter replaces the bulky 1/2" cable for easier installation with no worry about corrosion or ambient noise interference
- Compact water-resistant control head approximately 1-1/4"x4-1/2"x2-1/2" can be mounted anywhere; up to four optional heads can link as an Intercom
- 127 owner programmable memory channels with seven-digit alphabetical description
- General coverage receiver (0.5-30 MHz), memory channel scan, five watt audio output and SITOR capability



IC-M120 VHF

- 24 owner programmable memory channels
- Scan and scan lock-out in both memory and dial modes
- Highly water-resistant membrane keypad
- Dual watch function channel 16 plus a channel of your choice
- Five watt hailer with talk-back and 2-station intercom

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LETTERS

THE GOOD GUYS AT ERICSON

I would like to add one more name to your list of "good guys".

I checked into my Tampa hotel on a late Friday afternoon and was given a message from Horizons Charter that they had discovered a serious problem on *Fire Eater*, my three-year old Ericson 32; the rudder had delaminated and would have to be repaired or replaced immediately at an estimated cost of \$400 to \$700.

Monday morning I placed a call to Ericson Yachts and fully expected to be passed-on through several layers of telephone extensions to get the probable, "sorry, but it's out of warranty".

Instead, Don Kohlman was on the line in short order and, after listening to my tale of woe, told me to enjoy the Tampa vacation and that he would handle the matter. I am told by Horizons that they had a call from Kohlman within an hour of my call and had made the necessary arrangements for no-charge repairs.

Fire Eater is back in Bay waters and sailing better than ever. So, I raise my mug of Pusser's and says "Cheers" to Don and Ericson Yachts.

Charles Sabah
Danville

MY FIRST CUTTER

Since I've been out of the country for a large part of both 1987 and 1988, I have missed reading one of my favorite sailing publications, *Latitude 38*.

It's with great interest I have read your articles and letters on ferro cement vessels. On page 41 of the October '87 issue is a picture of a ferro vessel with the caption "Not Noone's Schooner".

Even though the photograph shows that the yacht in is an sorry state, I am most proud to say that cutter was my first, and until recently, only boat.

I purchased her as an empty professionally-built ferro cement hull, and along with four young college age crew, completely finished out the boat, named her *Wanderlust*, and spent five years sailing her around the world. This was done despite the fact that the 57-year old owner, myself, and the young crew had ever been aboard a sailing vessel before in our lives.

Wanderlust served us well on many seas and in all types of weather. In fact, we were aground for five days in fierce weather and seas ten miles west of Patras, Greece and even though two ocean-going tugs working 20 hours could not free us, we, on the fifth day of salvage attempts, did manage to work ourselves free and eventually complete our voyage without any additional problems.

Wanderlust was sold five years ago and has been at rest most of that time in an Oxnard marina. I was shocked and saddened to see her condition as shown in *Latitude 38*.

Recently I got *wanderlust*, not the boat, again, and have purchased the same type of ferro cement vessel. After finishing her off, I plan to once again sail the beautiful seas of the world. This month I will have reached 70 years of age and am just as excited about the new challenges as I was with my first voyage on *Wanderlust*.

So yes, I am sold on professionally-built ferro cement hulls.

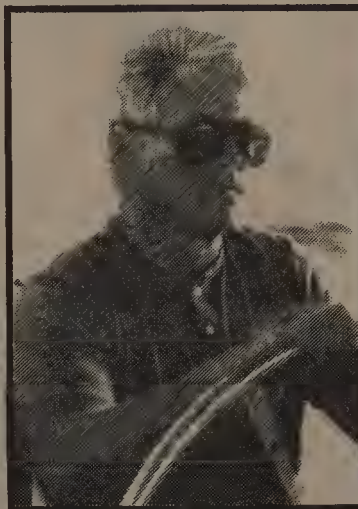
Henry A. Stine
Captain of *Fancy Lady*
Rio Vista

I SPENT MUCH OF MY LIFE TRYING TO EMULATE HIM

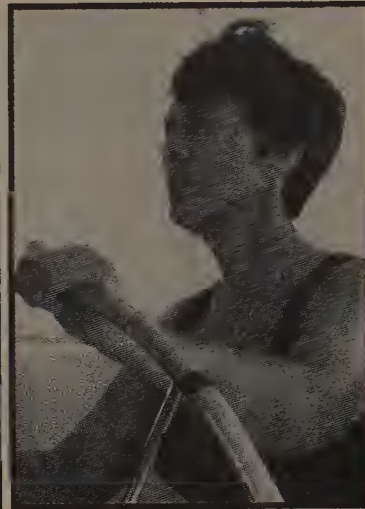
I was delighted to see the article about Myron Spaulding. He is the most unappreciated person I know in yachting, a rare genius I spent much of my life trying to emulate but without ever succeeding.

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(It's Our Fitness Center's Anniversary!)



PAUL CARROLL



JEAN CARROLL

We started our first fitness center twelve years ago. Just about the time we started sailing. We're still sailing and running our fitness centers. Life is pretty good.

You learn a lot in twelve years . . . about sailing and fitness. Little things . . . like it takes a healthy and fit body to get the most out of sailing . . . and just everyday living. So . . .

We thought if you knew about our Fitness Centers, and that we liked sailing, you might enjoy becoming a member. That way we could talk about fitness and sailing. And right now is a very good time to become a member because you can save money during our 12th anniversary special.

Our fitness centers are special. We stress quality and individualization. Our staff is knowledgeable, well trained and our facilities are exceptional.

That's why we were chosen to be the Training Center and Physiological Testing Center for the U.S. Mens and Womens Ski Teams. And why we are able to help the Redwood Crew team win a national championship.

In fact, one of our dreams is to help Tom Blackaller and crew blow Dennis (and everybody else) out of the water in the next Cup Challenge.

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Paul & Jean

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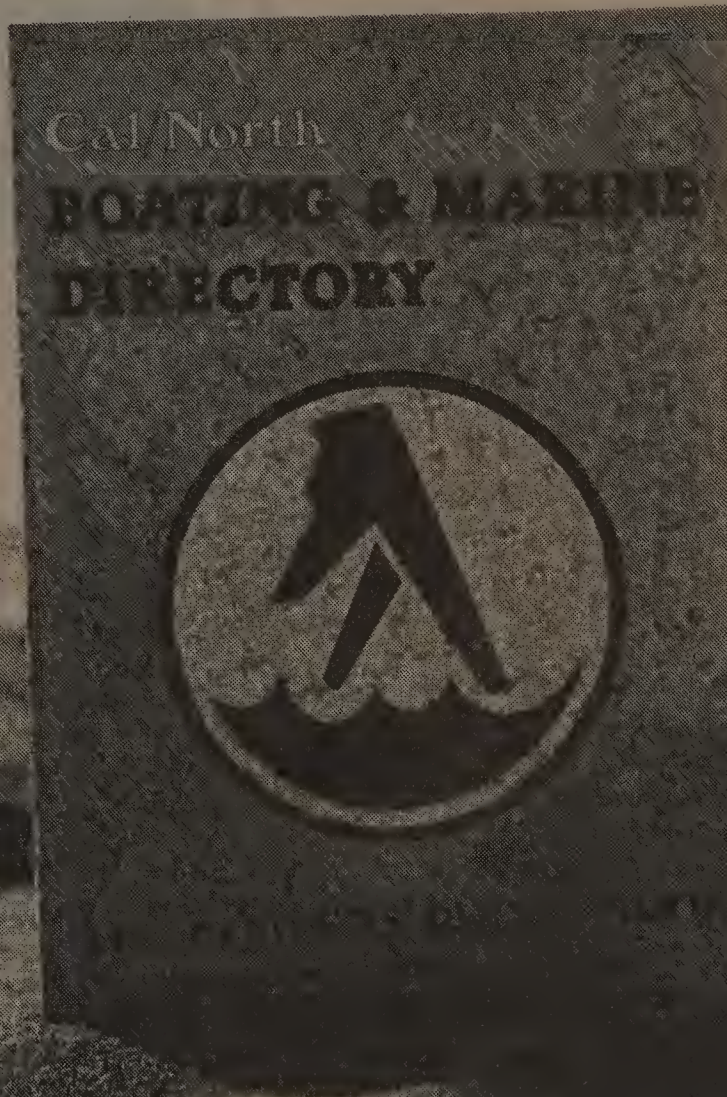
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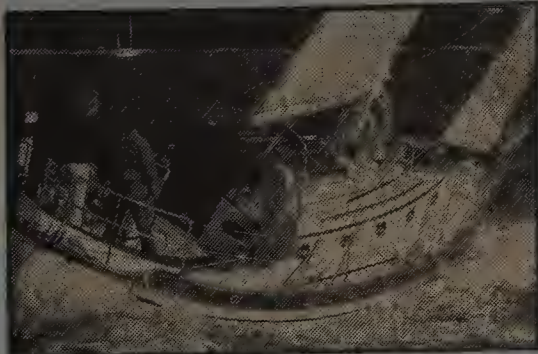


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LETTERS

I first met Myron in the mid-Thirties when he visited my house in the Sunset district of San Francisco. In high school (Poly) at the time, I was building my first boat, a 19-ft Billy Atkin design called *Ben Bow II*. Myron's okay for my Yacht Racing Association participation launched me into YRA racing and sailing in general — a tremendously rewarding lifelong experience.

When I think of people with technical sailing and boat knowledge, Myron is the one person to whom I would bow in all humility and deference. I consider him to be one of yachting's greats.

P.S. In 1936 *Ben Bow II* (modified) had the first wishboom on San Francisco Bay, now considered to be ultra modern.

Frank E. Bilek
Bethel Island

Readers — Now retired, Frank Bilek was a marine surveyor in Northern California for many years.

↓↑I'VE A SPECIAL INTEREST

Have you received any recent news from Hester Rumberg and John Holmberg aboard *Shahar*, a Haida 26, since their last *Changes* which was dated 1/13/87?

I've a special interest in how Haida owners have rigged their boats for cruising as the day I cast-off approaches.

Don Roberge
Esprit le Mer
Winchester Bay, Oregon

Don — Sorry, but in a word, "no".

↓↑I'M LOOKING FOR A MAN AND HIS SLOOP

I wonder if you could help me locate someone by printing this letter.

Two-and-a-half years ago I met a gentleman by the name of Chris (John Christopher) Dunn who was living aboard his 24-ft wooden sloop *Lady Sunshine* in Keehi Lagoon, Oahu. When I last heard from him in mid 1987, the now 35-year old Chris was planning on singlehanded across the South Pacific.

I've since lost touch with Chris. If anyone out there knows of his current or recent whereabouts, please contact me at (415) 563-3036, or P.O. Box 26452, San Francisco CA 94126.

Alexandra Dixon
San Francisco

↓↑ANYBODY SEEN MY FAVORITE SKIPPER?

My favorite skipper, Ed Vaughan, left Ventura for Hawaii in May of 1987 with three crewmembers. He has not been heard from since.

If anyone has any information about Ed or *Mas Allegre*, a bright red-hulled Standfast 40, please contact me at (415) 872-2243.

Rita Knufinke
191 Cypress Ave, San Bruno 94066


Rita — We checked with the Pacific Area Rescue Coordination Center of the Coast Guard and they have no record of such a vessel being reported overdue.

↓↑HIT & RUN UNDER THE GOLDEN GATE

On January 7, after the Sausalito Cruising Club Mid-Winter was abandoned for lack of wind, heavy tide and the Yellow Bluff mark missing. The early starters were being swept out to sea, so everyone resorted to auxiliary power to get back into the Bay and home.

We on the *Triton My Way* were clobbered right under the Golden Gate Bridge by a large, we estimate about 40-ft, power

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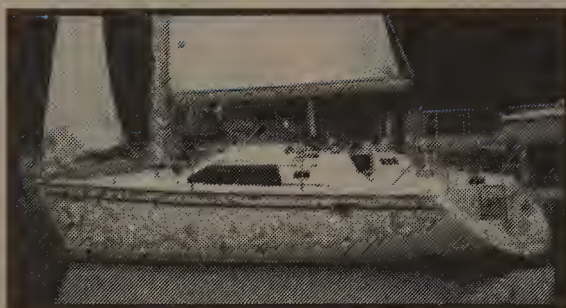
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SPECIFICATIONS

L.O.A. 32'0"
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BEAM 11'4"
DRAFT 4'3"
HEADROOM 6'3"
SAIL AREA 567 SQ FT

\$62,400

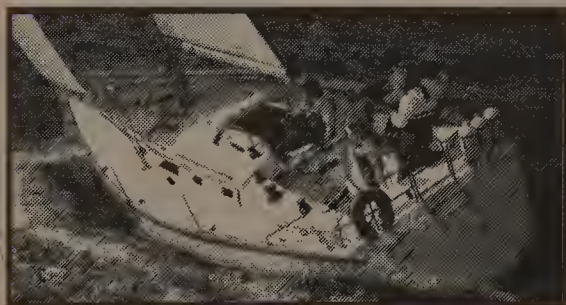


LEGEND 40

Comfort, Speed, Safety
SPECIFICATIONS

L.O.A. 39'7-1/2"
L.W.L. 32'6"
BEAM 13'5"
DRAFT 5'0"/6'6"
HEADROOM 6'6"
SAIL AREA 787 SQ FT

\$99,500

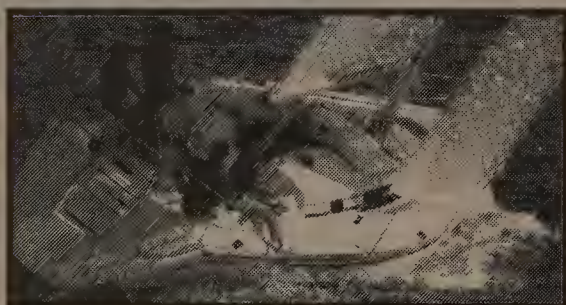


LEGEND 37

Sleek, Fast, Luxurious
SPECIFICATIONS

L.O.A. 37'6"
L.W.L. 31'4"
BEAM 12'10"
DRAFT 4'9"
HEADROOM 6'3"
SAIL AREA 704 SQ FT

\$88,500

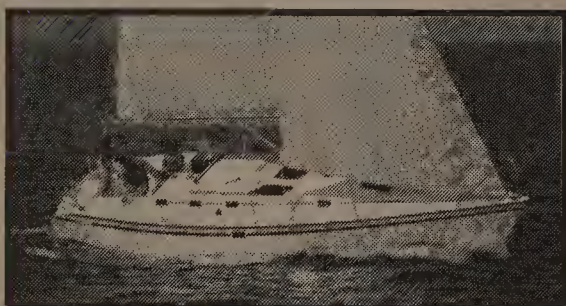


HUNTER 33.5

More Boat For The Money
SPECIFICATIONS

L.O.A. 33'4"
L.W.L. 26'10"
BEAM 10'11-3/4"
DRAFT 4'6"
HEADROOM 6'4"
SAIL AREA 520 SQ FT

\$57,250

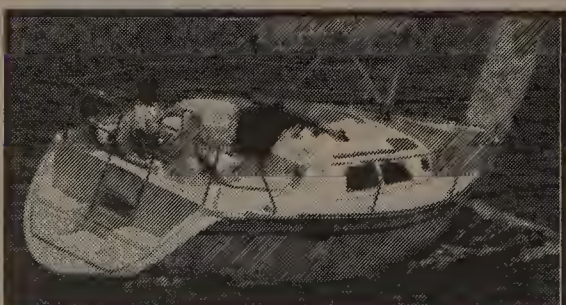


HUNTER 30

All New —
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SPECIFICATIONS

L.O.A. 30'3/4"
L.W.L. 25'10"
BEAM 11'0"
DRAFT 4'3"
HEADROOM 6'2"
SAIL AREA 433.2 SQ FT

\$46,900



HUNTER 18.5 — \$8,500 Δ HUNTER 23 — \$14,600

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LARS COURTNEY WARREN

LETTERS

yacht heading out to sea. The fact that our mainsail was hoisted 35 feet in the air makes it hard for me to believe that he didn't see us. Afterall, it was 2:30 in the afternoon and there was no fog.

What makes it inexcusable is that he didn't even wait to see if I could safely make it back to shore or if I was in a sinking condition.

By the time I had righted the boat sufficiently so we could look for him, he was so far away we couldn't even see if there was a name on the stern.

Damages were extensive, so I would appreciate hearing from any witnesses.

Lowell Jett
60 Alta Vista Avenue
Mill Valley, CA 94941
(415) 388-2003

Readers — If the operator of the powerboat that hit My Way is reading this, we suggest you give Lowell a call. Under state law, any collision resulting in more than \$200 must be reported. There are even more serious penalties for leaving the scene of an accident. You may be tempted to think that nobody saw you, but just remember what happened to 'Schuman' in Bonfire of the Vanities.

WHERE WAS BRUCE?

I'm writing in response to your January article *Surveying Surveyors* because I was surprised to see that you did not include Bruce Martens of San Rafael.

I had Mr. Martens inspect my first boat back in 1983, and when we bought our second boat last summer, I called him again. He was booked up for two weeks in advance, but I felt he was worth the wait.

Both the bank I dealt with and my insurance agent gave Martens high praise the two times we used him. He saved me a great deal of money and was full of good information on how to improve both of the boats.

It bothers me that you did not include such a well-known individual.

Sharon Jacks
Aptos, CA

Sharon — Whenever anybody does a 'survey' article — be it on surveyors or bottom paint — some body or product is always going to be left out. Nothing should be read into Martens name not being included in the article.

ANOTHER MYSTERIOUS LEAK

Here is my contribution to your articles concerning 'mysterious leaks'.

My departure day from Coyote Point to Mexico, in October of 1984, was one of the worst on the Bay in many years. The rain came down in buckets, there was heavy fog on the Bay, and the wind was strong enough to blow your socks off. It was not a good day to leave, but my friend Ray and I had set the date, so there we were.

It was nice and warm in the boat at the guest dock in Sausalito, so we sacked in early. At 0500 Ray awoke me to tell me we had six inches of water over the floor boards. In the ensuing panic that followed, I foolishly started the engine to get some lights — with the result that the engine sucked in water together with the alternator and starter.

After bailing the water out, we could not find any reason for it to enter. The whole thing was a mystery until I discovered a fresh water hose cut by the engine flywheel.

As best as I can figure it, this was the chain of events:

1. The fresh water hose is cut by the flywheel, and the pressure

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Robert Perry comments on Rob Ball and the new C&C 37:

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As the weeks go by the reports come in. It's fast It's very fast."

"Sailing", Feb. 1989

HANS CHRISTIAN

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48' HANS CHRISTIAN, '84	240,000

SAIL

24' FLICKA w/trlr	\$32,000
28' J/28C	59,500
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40' HERRESHOFF	43,700
45' LANCER	125,000
49' CT Cutter	175,000

C&C YACHTS

24' C&C, '77	\$12,500
29' C&C, '79	29,500
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LETTERS

water pump keeps pumping water into the bilge.

2. The automatic bilge pump pumps the same water overboard and siphons salt water back into the boat.

3. When the shore power got cut from lightning or rain, the bilge pump stopped for lack of power. The siphoning continued because the boat was loaded down with supplies and the thru-hull was below the waterline.

The whole affair cost me \$365 and was not a very good start on the trip south.

Kent Amberson
Periplus
La Paz, Baja California Sur

Kent — The nasty weather must have worn you out and set you up for a mighty deep sleep. It's hard to imagine you could have slept through all that running of your fresh water and bilge pumps without waking and wondering if something wasn't amiss. Based on our experience, hearing is at least as important a sense as sight in monitoring the condition of any boat.

↓↑DECENT, HONEST, STRAIGHTFORWARD AND TRUTHFUL

I'm in need of some honest advice and information.

Being the owner of a Cal T/4, a Quarter Ton class sloop, I would like to have a straightforward and honest explanation of the measurement and design of the Quarter Ton class.

Having owned the boat for close to five years, I have heard no less than ten separate explanations of what a Quarter Tonner is.

Thomas A. Kowlaski, O.T.R.
Burlingame

Thomas — "Ton" boats have nothing to do with any standard of weight, but are merely meet arbitrary break-off points in the International Offshore Rule (IOR). That authorities have changed the arbitrary cut-off points for the various ton classes several times over the years has helped "ton racing" slip off the cliff of popularity.

Before you spend a lot of time torturing your brain trying to understand the IOR rule in order to figure out exactly what it is you own, take our word that it's not worth the trouble. As fine a Bay sailing, PHRF or IMS boat as your Cal T/4 might be, she's hopelessly outdated as a competitive Quarter Tonner. That's the bad news. The good news is that your boat is more suited to Bay pleasure sailing than many of the outwitted Quarter Ton 'machines'.

↓↑ALWAYS GLAD TO DO A FAVOR

Would you do us a favor and print the following name in your magazine: Jim Revard.

You see, while Jim has sailed thousands of bluewater miles delivering boats from Alaska to Seattle, cruising with his family from Alaska to Hawaii and back, and crewing on many Bay Area and coastal races, he has never achieved what he considers to be one of the pinnacles of sailing success — having his name appear somewhere — anywhere — in *Latitude 38*.

When he helped us sail our boat from San Francisco to Seattle, providing invaluable navigational skills during a tricky nighttime crossing of the Gray's Harbor bar and another nighttime, fog infested passage through the Strait of San Juan de Fuca, all he asked in return was mention of his name in a *Changes* article.

While you did publish our *Changes* last month, you edited out our letter and, more importantly, Jim's name. You can edit this letter all you want, but we would be forever grateful if you would print his name. Friends and crewmembers like Jim are rare.

Kurt & Nancy Bischoff
Gumbo Ya-Ya
Bainbridge Island, WA

Still Winning & Looking Beautiful



PHOTO: MARIAH HEALY

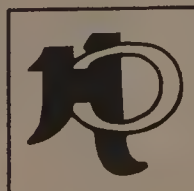
Steve and Wren Collins' Alberg 30 Hawk.

Hawk's headsails and spinnaker were all made by us four years ago.

This year Steve was First in Division, Singlehanded Three-Bridge Fiasco and Second in Class, MYCO Midwinters.

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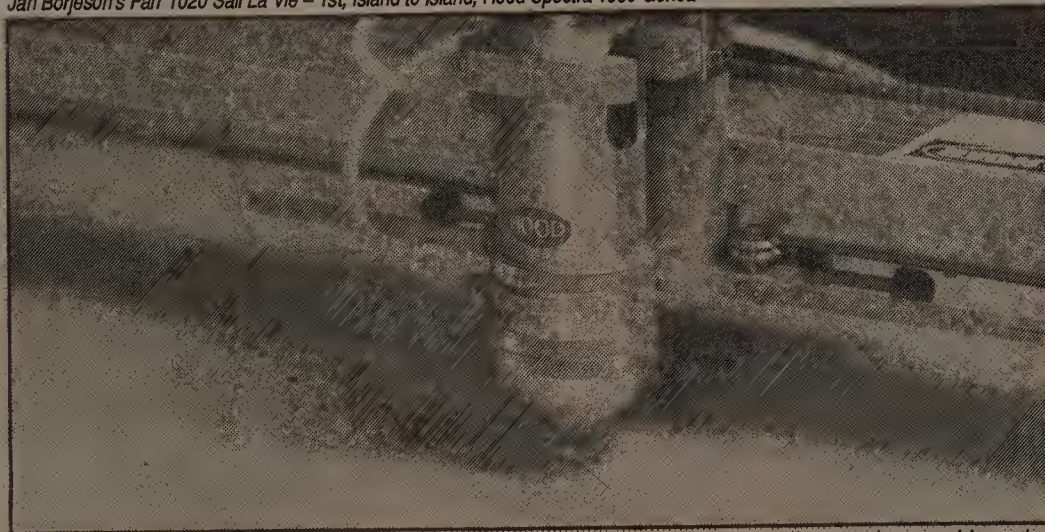
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LETTERS

Kurt, Nancy and Jim — Sometimes in the heat of a deadline more things have to be edited or deleted than we'd like. Our sincerest apologies. The best solution for next time is to send a photograph of all three of you.

PRICELESS CARGO — AND GOOD BALLAST

I have a seven-year collection of *Latitude 38's* (except for the "bananas" issue) that I would like to reach sailors cruising the oceans of the world.

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Tom Hughes
Moraga

SAME PLACE, SAME ROLL DOWN

Returning to San Francisco from Hawaii in 1982 aboard my Bristol 24, I experienced what Earl Hinz described as a "roll down" in the February *Latitude*. It happened as I approached the continental shelf and the coast in sea conditions very close to those described by Hinz; wave height about 15 feet and very steep, with white-caps cresting atop most of the peaks. It was the steepness of the waves along with the wind-whipped white water that I observed before the 'big one' hit.

Before the wave hit I was not concerned. The boat had been riding comfortably with the windvane doing the steering on a 095° course. I had the radio beacon on the Farallones bearing 090° at a distance of 55 miles. Then it hit! The shock came like a blast; the cabin turned black as the hatch and port lights rolled under, then slowly lightened up as the mast cleared the water and back up to the normal sailing angle.

Below, I was thrown from one side of the cabin into the bunk on the opposite side. When I got to my feet I was standing in two feet of water which had cascaded through the open hatch since the dodger had been ripped away. My first impulse was to grab a bucket and get the water out fast before another sea hit. The galley range had torn off its gimbals and other spent missiles were floating around my feet. The RDF and VHF radios were both out of commission. When I finally took the time to look out on deck, I was relieved to see that the mast was still standing and the small jib and double reefed main were still in place.

As close as I was to making port within 24 hours, I decided it was wisest to ride out the conditions and clear up some of the damage. So I let out a warp with 30 feet of 5/8" chain at the end of a 100-ft nylon rode. I lowered the main and sheeted the small jib in hard on the starboard tack. In this "hove to" position the boat headed southwest and away from the coast. I held this position for about 12 hours, at which time conditions became favorable for continuing on to San Francisco.

Having read many articles on heavy weather sailing and knockdowns, the one thing that I was not prepared for was the sudden impact of the blow that hits the hull and hurls and the boat with such terrific force. The continental shelf has seamounts and other configurations — maybe even underwater "spouting horns", so be prepared because you too may experience a "roll down".

P.S. In 1975 I sailed a Yankee Dolphin (24-ft) from San Francisco, then to the Marquesas. In Nuku Hiva I caught up with Earl on *Horizons*, and then followed him over to Tahiti then on to the *Isle Sous Le Vent*. Departing Bora Bora for Hilo, I had a close encounter with not losing my mast. The shrouds that let go were on the lee side! This, of course, happened about 0200 on a moonless night with the southeast trades blowing at 25 knots. I flashed a light over the side, and there were the shrouds trailing in the water. The mast was still standing, however, and the sails drawing beautifully.

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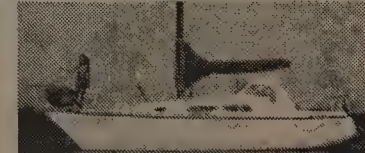
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38'	C&C YACHTS, '80	76,500	47'	GRANDY, 1912	79,000
38'	EASTERLY, 1978	69,000	47'	MONK, 1962	79,950
38'	ERICSON, 1985	87,000	44'	TROJAN, 1978	179,000
38'	MORGAN, 1983	79,000	43'	PRESIDENT, 1983	160,000
37'	ISLANDER PH, '70	47,000	42'	GRAND BANKS, 1968	79,500
37'	TARTAN	79,000	42'	UNIFLITE, 1973	129,500
37'	TAYANA, 1981	79,500	40'	CHB, 1988	175,000
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36'	FREEMPT, 1981	72,000	38'	BAYLINER, 1984	109,500
36'	HUNTER, 1981	58,000	37'	HERSHINE, 1979	69,750
36'	ISLANDER	(4) FRM 39,000	36'	CHRIS CRAFT, 1960	24,500
36'	J, 1981	66,000	36'	GRAND BANKS, 1974	97,500
35'	SANTANA, 1980	47,000	36'	MODERN SEDAN TRL	77,000
34'	HUNTER, 1985	43,500	35'	PT, 1985	115,000
32'	PEARSON, 1965	32,500	35'	VIKING, 1979	105,000
32'	TRAVELLER, 1975	44,000	34'	CALIFORNIAN, 1977	65,000
32'	WESTSAIL, 1979	45,000	34'	TOLLYCRAFT, 1979	69,000
31'	DUFOUR, 1982	48,500	34'	WELLCRAFT, 1985	99,500
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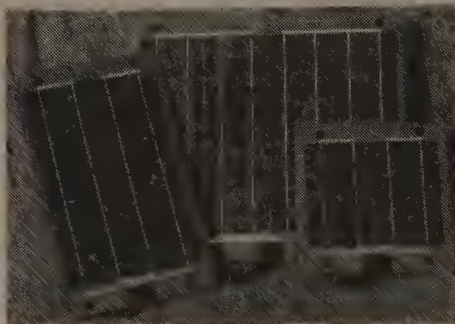
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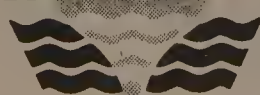
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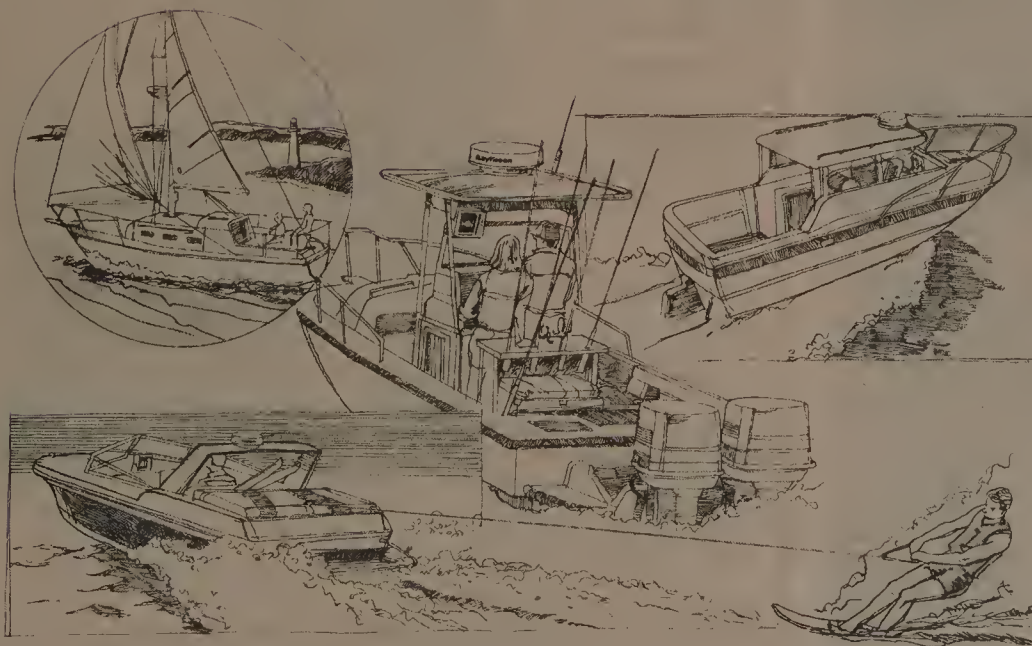
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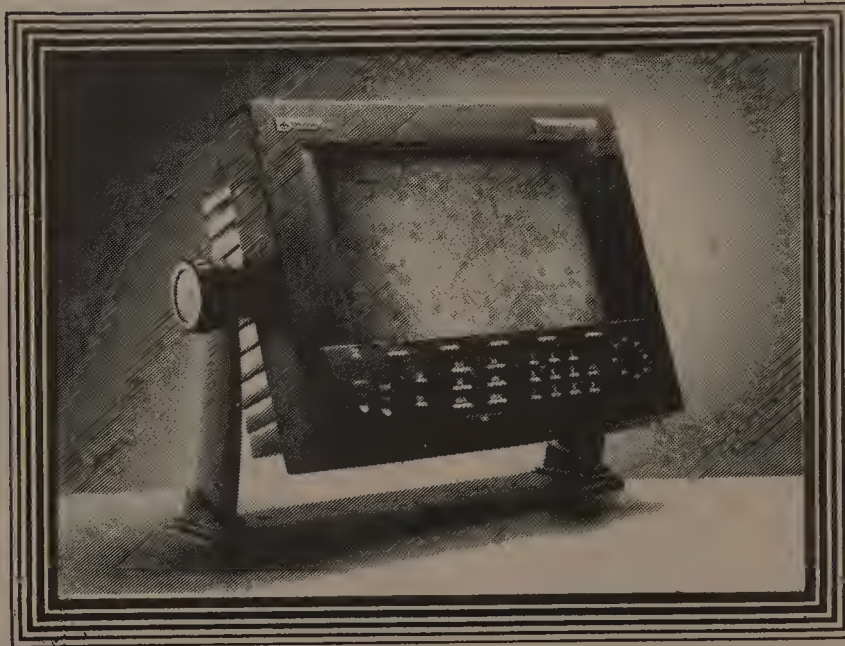


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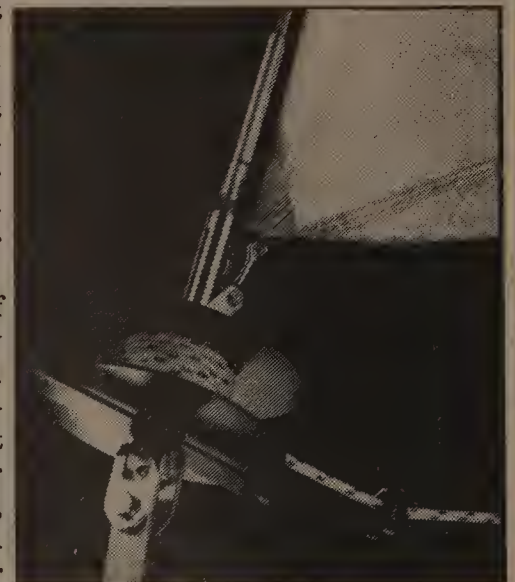
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LETTERS

WE COULD EVEN HAVE A BURGEE

RE: "Where the buoys are" (January).

Ah yes, where they are!

My occasion was two years ago aboard my wood sloop, *Lady*, on the lovely sunny day with a fair prevailing wind and the pleasant prospect of a weekend cruise up the Petaluma River. In those days I still used my windvane in the Bay, and that fateful late morning, on a beam reach opposite Paradise Cay, I had just set the vane and was sitting forward in the cockpit staring aft and contemplating with joy how well it worked and how pleasant the day sat upon the world . . . when there was (as described) that terrible "THUD! CRACK! SSSScrrape. . ."

And appearing from behind the mainsail's leech was the grand red structure of R #10, which then rapidly fell in *Lady's* wake.

"What the hell was *that*?" My lady friend had been below making a sandwich.

"Indeed," I answered, lying to cover my shame at having ignored the first rule of keeping a 360-degree eye peeled, "can you imagine that damn channel marker drifted off station and just came right up and struck us!"

Asking her to grab the tiller, I made my way forward and found, with increasing embarrassment, now added to by pain, the ugly splintered tear in my dear boat's strip-planked topside, just about halfway between the bow and the shrouds. Fortunately — if anything could be considered fortunate at the moment — the hole was just below her rub-rail and far above the waterline.

My first thought was to abort the whole trip right then (and maybe never sail again). But the sun was still shining, and *Lady* was still sailing, and there was that sumptuous sandwich and a cold bottle of beer to drown my stupidity in. So we proceeded, and by the time I rafted up with the other boats in the Petaluma Turning Basin, I had got the courage to admit to the other sailors' inquiring looks — how could anyone miss seeing that oh-so-obvious hole in the starboard bow — that it was me, *the skipper*, who had run right up on a channel marker in one of the widest parts of the Bay.

Well, wooden boats may be a little easier to patch (and today you can't tell where the hole is), but they are no less expensive. And the recriminations are equal, of that I'm sure. But still, it's a lesson, isn't it, about keeping watch? And looking on the bright side, at least I struck the buoy with my starboard side, and "red right returning" and all that, proves I was in the channel.

Anyway, my suggestion is that we form an association: The Humble Buoy Busters; we can have regattas, practice missing them (but only on clear days). We might issue commemorative plaques; hell, we could even have a burgee. Anybody got a good design?

Larry Sturhan
Mill Valley

KIWI FOOD — OR WHATEVER IT IS THEY SERVE

I'm writing about your response to R. Berg's January *Changes* on New Zealand, the one where you referred to that country's food as "god-awful".

Do you mean to say that if the food doesn't suit your fancy, you won't spend six months to a year in New Zealand — or any other country? Why travel? You better stay in Mill Valley.

Your comment was an insult to the New Zealand cooks/chefs. We just returned from a trip that covered both New Zealand's North and South islands; it was my first trip and my husband's third. We never had a "god-awful" meal, and we're very selective about what we eat. We found that New Zealand's chefs use lots of sauces with butter and cream on their meat, fish, poultry and that many foods are fried while some are broiled. We always inquired how the fish was prepared; if it was to be fried, we requested that it be boiled or poached with the either no sauce or sauce on the side.

We never made a big issue of the preparation, and the

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LETTERS

restaurant staffs couldn't have been more accomodating and gracious. We found the veggies in most restaurants to be prepared perfectly (not overcooked) and everything very fresh. The portions were large. If we had desert, the waitress/waiter would ask if we wanted another!

In the North Island, the produce stands were numerous along the motorway with fresh ripe fruits which were outstanding and tasted the way fruits should taste. We found this to be true in the markets also.

If you go to tea rooms, you find sandwiches, scones, muffins coated with real butter — which can be scraped off if you like.

I might add that many American yachties stock up on Franco-American spaghetti and other "god-awful" items posing as food. If you go outside "your little world", you'll discover that many people in California and the rest of the U.S. prepared home and restaurant food similar to that of New Zealand.

We avoided Wellington for "the tour"! If in fact such a tour existed.

P.S. New Zealand is a gorgeous country with clean air and two very different islands. The South has outstanding beauty and mountain ranges behind mountain ranges. It will appeal to people who like the outdoors, natural beauty, simplicity and informality. The New Zealander loves talking to "aliens".

Susan Van Der Wal
Inverness, CA

Susan — To suggest that Kiwi food is palatable is an insult to anyone with taste buds. After all, the big seller at the bottom of Auckland's biggest skyscraper was, if we remember correctly, a sandwich composed of a white bread hot-dog bun with a canned corn spread inside. Oh yummiel! Yes, they have great road-side produce stands; it makes you wonder what the heck they do with the stuff.

The Kiwi's and their country are so terrific, however, we'd gladly put up with the "god-awful" food for a year or more.

⇅HOW GOOD A PREDICTOR?

There is some interest in the IMS handicapping system here in the Seattle area, both in terms of getting an IMS fleet going, and in terms of PHRF looking at linear random 10 IMS ratings as good information when adjusting their own ratings.

When talking with one of the owners I frequently race against (who is one of the people who may try IMS this season), I was given linear random 10 ratings for several boats that I frequently race against. Under PHRF, I either rate even with the boats or they owe me between three and six seconds a mile. Under IMS however, I owe most of them between six and 12 seconds a mile! This makes me wonder whether the IMS is full of prunes, whether my PHRF rating has been 'soft', or whether PHRF in Puget Sound is more geared to light air while IMS is geared to moderate to heavy weather.

I'm interested in knowing how good a predictor of performance IMS is. Specifically, can you answer the following questions:

1. Does the measurement forumla for IMS 'like' to see certain types of hulls shapes — just as the IOR rule 'liked' to see certain types of hulls?

2. How much can a boat be designed or optimized to the IMS rule?

3. How much impact does weight at the ends of a boat really have — and is it considered in the IMS formula? (Note that older, lower tech hulls are invariably heavier in the ends).

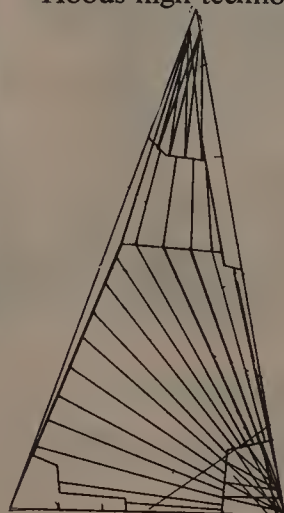
4. Does IMS look at keel and rudder shapes and their impact on speed? I'm thinking of the difference between older Peterson keels and new elliptical versions.

5. What has the experience been with light air flyers such as the

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At one Christmas party we found ourselves standing next to a friend who owns a lovely little Ericson. Naturally our first question was about the health and welfare of the boat.

After we heard his answer, it was no more the season to be jolly.

His wonderful little boat spent the holidays in one of those parking lot boat yards, having the usual done to it's bottom. And this fellow's been a good friend of ours for years.

"Look, it's just a travel-lift job, and sanding and paint. No brain surgeon work. Why should I pay your prices when I don't need any experts?"

Taking a vice-like grip on our eggnog cup, we said, through clinched teeth: "What are you paying the

parking lot?"

"Standard rate, \$4.50 a foot."

"Does that include a high pressure wash?"

"No, that was fifty cents a foot more."

"Do you know what Stone rates are?"

"No, I never checked."

"At Stone, it's \$4.50 a foot to haul, set-off, launch and that *includes* the high pressure wash. Merry Christmas."

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other boat yards.)

I also asked my friend at the party what would have happened if he had found something seriously wrong with his boat while it was hauled out. "Well, you're right, I really do doubt if I would have let anyone there fix it. I probably would have brought it to Stone."

Now, we'll forgive and forget, and we hope to see our friend and his boat at Stone next time.

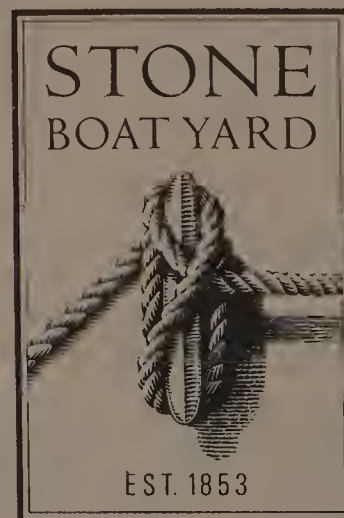
But we want to repeat what we've said before: Here at Stone, we like people who like boats, any kind of boat, any size of boat. We think you'll find that you and your boat will be treated better here than anywhere else.

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LETTERS

Hobie 33, since IMS only goes down to 8 or 10 knots in time allowances?

6. Do most clubs just use linear random 10 for everything? This would seem to be the least indicative of a race situation, since I read it has a beat content of only 17% and puts a huge weight on how the boat does on a beam reach — something that is rarely, if ever, seen in Seattle racing.

7. Where could I get information on IMS ratings for standard boats such as the Tarten Ten, Aphrodite 101, J/30, Santana 30/30, S2 9.1, Santa Cruz 27 and 33, Express 27, J/29, etc? I'd be particularly interested in seeing how the ratings between these boats compared on linear random 10 versus windward/leeward for the various wind strengths.

I realize that you guys aren't the Shell Answermen, but anything you can do to provide some information to a long time subscriber (hint, hint) would be appreciated.

Al Johnson
Seattle, WA

Al — We passed your questions along to Alameda naval architect Carl Schumacher. Here's what he had to say:

1. All rating systems are biased or 'like' to see certain kinds of hull shapes, but the IMS is three or four times less sensitive to this than the IOR. Heavy boats seem to get a little bit of a break, particularly in heavy air, while short waterline length also seems to be rewarded slightly.

2. Boats can't really be optimized to the IMS because the rule is constantly changing to close loopholes. Besides that, the rule exists only on silicon chips in Newport, Rhode Island rather than in a book. Furthermore, the IMS won't publish the rule, which is a pain for naval architects, who are thus unable to design toward it.

3. Weight in the ends has a big impact in rough water and almost no impact in smooth water. In any event, the IMS currently does not even consider it, although one of the priorities is to access pitching moment, which is the effect of weight in the ends.

4. With regard to keel and rudder shapes, the IMS takes wetted surface into consideration but not planform or sectional shape.

5. The jury is still out on whether light boats get a break in light winds, but they probably don't.

6. Linear random 10 is essentially for distance races, not triangles.

7. You can get IMS ratings by buying the USYRU listing of boats and their ratings.

We at Latitude suggest, however, that you don't get too wrapped up in how your and other boats rate, because it's so frustrating and not that important anyway. We attended a seminar led by Tom Blackaller many years ago in which he said, the most important thing for most racers was to learn to play windshifts, because if you hit 75% of them you'd win almost every race — even if you didn't have the fastest boat or the best rating. Become a whiz at hitting the shifts and you won't have to worry about ratings, rating systems — just where to put the pickle dishes.

↑↓SHE WOULD HAVE TO BE THE KIND OF GIRL . . .

It all started nine years ago when I promised to love, honor and cherish with a simple "I do". Nowhere in my wedding vows was the word "sailing" ever mentioned; but, my husband's fever for the activity became evident right away. The only logical explanation for the sailing bug biting him was that God thought my life was running too smoothly. Since I was a landlover, the Almighty decided to throw a few challenging nautical obstacles into my life.

A boat fund was started after a few months of wedded bliss. This cut into our budget, but as my husband explained, "we have to get our priorities straight". I blame my parents for my narrow view on priorities. How could I have grown up believing food and shelter

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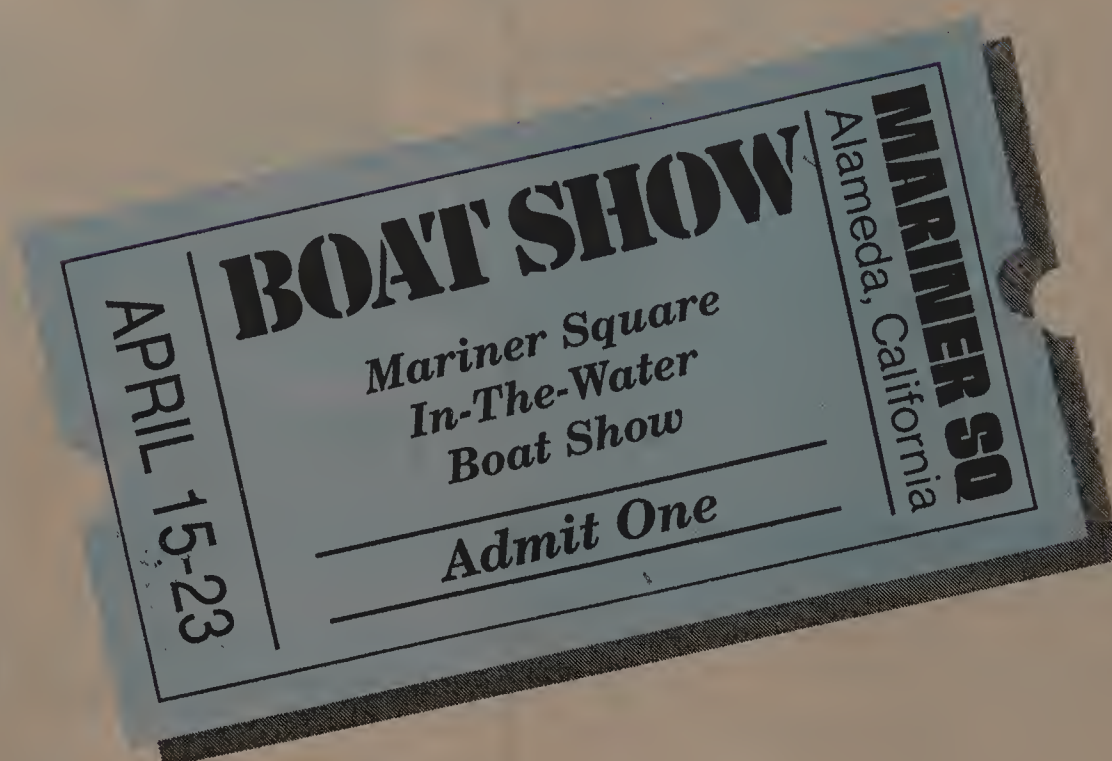
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LETTERS

should come first?

One definition of sailing is "a sport of being cold and wet while going to nowhere at great expense". This was written by a wife who found out too late that the boat is only half the expense — upkeep and equipment being the other half. My husband's list of boat parts was longer than a child's Christmas list.

When we signed our lives away to the bank for our sailboat, the positive response of our friends and relatives was reassuring. My father, who was overwhelmed with joy, said "I'll be damned if any daughter of mine is going to live on a boat". My husband's father kept his excitement more concealed; he just said, "You dummy". We valued everyone's opinion, but that of our children was especially important. Their response was "do we have to go to the sailboat again?" Truly the sailboat was bringing our family together; but was it for better or worse?

To be fair, the sailboat itself wasn't the problem. It was the consequences I suffered. I idolize my husband's ability to stay below deck cooking chili while sailing in eight foot swells — and then having the stomach to eat it. I have tried everything to develop an iron stomach for sailing — from ear patches to ginger root and accupressure bands — both individually and at the same time. But to no avail.

Sharks are another phobia of mine. But at least the dreams of Great Whites jumping out of the sea to tear me to shreds are starting to pass. Now the murky seawater, with its opaque face, only frightens me when I imagine sinking into the water and having the slimy seaweed wrap around my legs like a clinging child.

There are obstacles in my way, but I am really trying to make our boat my friend. If you have ever seen the movie *It Happened One Night* you'll know why. Clark Gable is romantically revealing his dreams of a perfect wife and home to Claudette Colbert. He starts by saying, "I saw an island in the Pacific once and have never been able to forget it . . . that's where I'd like to take her . . . she would have to be the sorta girl to jump into the surf with me and love it as much as I did . . . you know when you feel you are part of something big and that's the only place to live. . ."

My husband has the same dream. He has asked me to sail to the South Pacific. Even after considering all my problems with our sailboat, my response was "I do", for there is no greater happiness than sharing your dreams and your life with the one you love.

Kim Spratt
Pleasanton, CA

Kim — Hear the distant roar of laughter? It's coming from the cruisers in Mexico, the Caribbean and the South Pacific who are enjoying that woman's "definition of sailing". They may be wet because the clear water is so nice for swimming, but we doubt they're cold in the tropics. Going nowhere? They're seeing far more of the world and nature than they ever have before in their lives, delighted to be out of the "fast lane" that whistles across the Bay's bridges each morning and afternoon at about four miles an hour. Great expense? Without trying hard, couples generally live comfortably while cruising on less than \$10,000 a year — boat expenses included.

Your husband sounds like a guy who is mature enough to know that as an adult he shouldn't listen to either parents, who have already pretty much lived their lives, or children, who will have plenty of time to live theirs. Why is it that the fearful and timid always try to stop other people from pursuing their dreams?

Loyalty and love are wonderful qualities, but they sure seem like neutral if not negative reasons to embark on a great adventure. Sure ocean voyaging can have difficult moments and periods, but if thousands of grandfathers and grandmothers can delight in it, there's a good chance you might, too.

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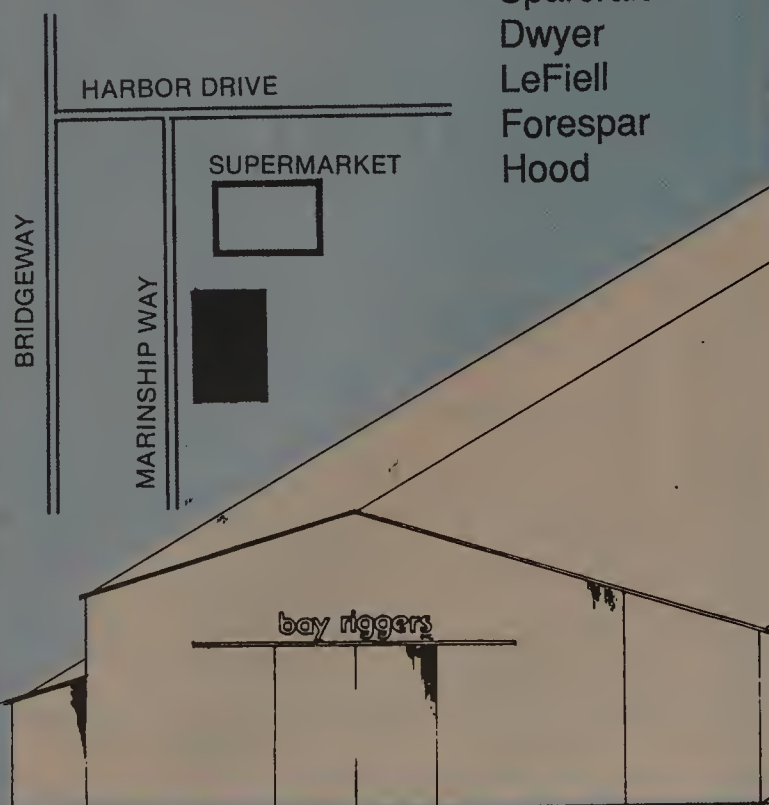
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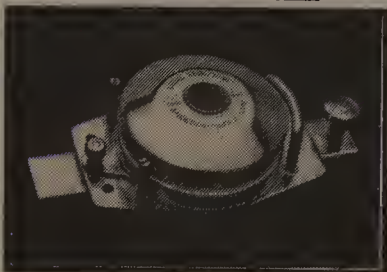
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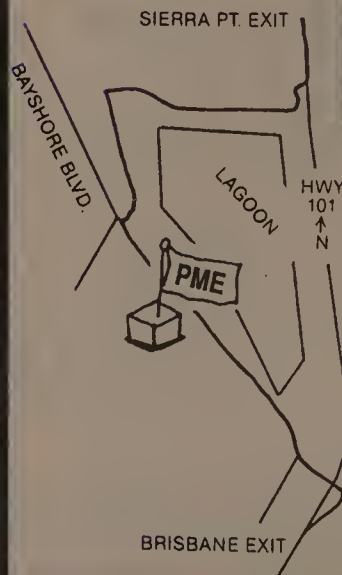
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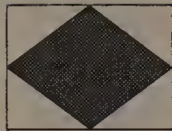
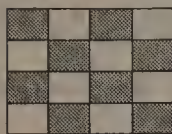
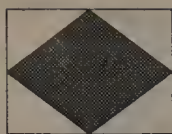
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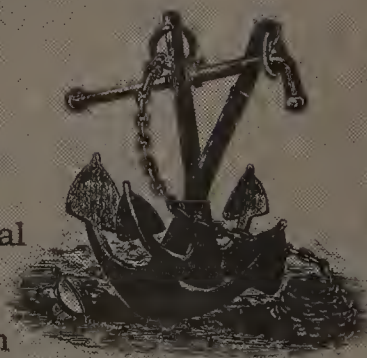
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LETTERS

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We just completed a crossing from Honolulu to Sausalito on the Santa Cruz 70, *Kathmandu*.

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Our only mishaps occurred when we veered off the bum line and lost our steering about 900 miles out. However this was soon corrected and we got back on the line.

The gentlemen in the photographs do not want to identify themselves for fear of being accosted by attractive young women. A frontal picture of this group appears on page 76 of the December issue of *Latitude*.

Capt. Lu Dale
Newport Beach

Lu — If someone had told us that we could be grossed out by photographs submitted by a lady such as yourself, we never would have believed it. But your artistry has convinced us.

While we can appreciate the skill required of the four models dragging by a line behind the boat to simultaneously position only their buttocks and genitals above sea level, it has nonetheless prompted us to impose another editorial rule. In addition to banning poetry, we now also prohibit all photographs of mid-ocean male-bonding ceremonies — or whatever it was your crew was doing in those photographs.

Lest any of you ladies think we're trying to prevent you from getting your beef-cake jollies, we offer this large photo — for



One for the ladies...

Letters anyway — of Antigua Sail Week's "Mr. Macho". Just promise you won't get too excited.

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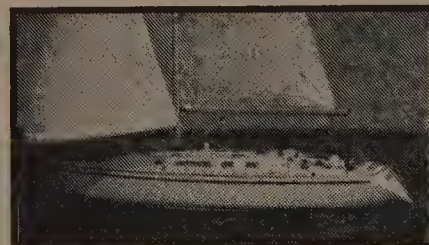
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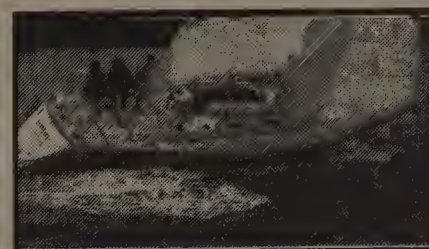
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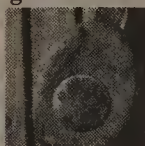
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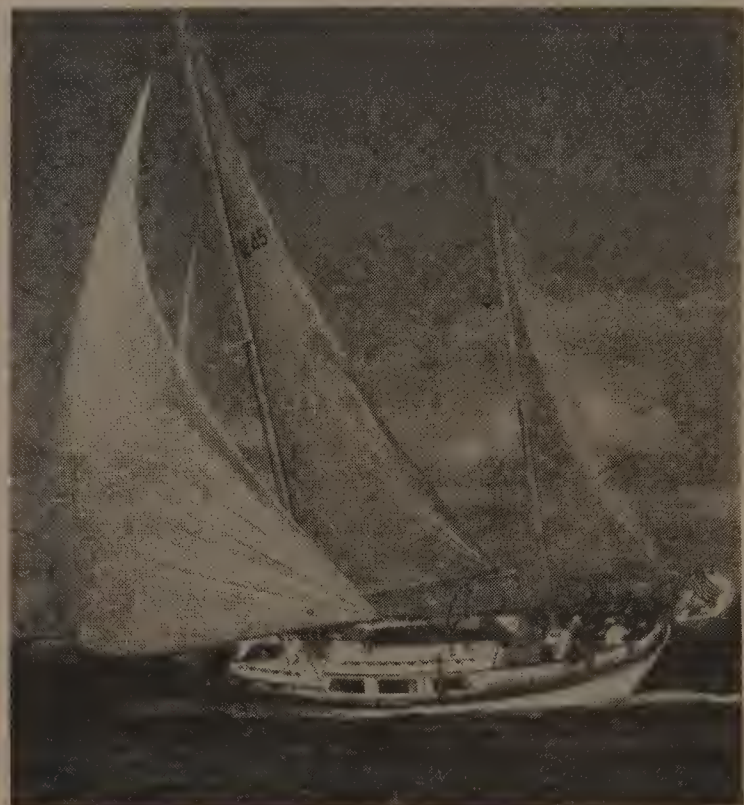
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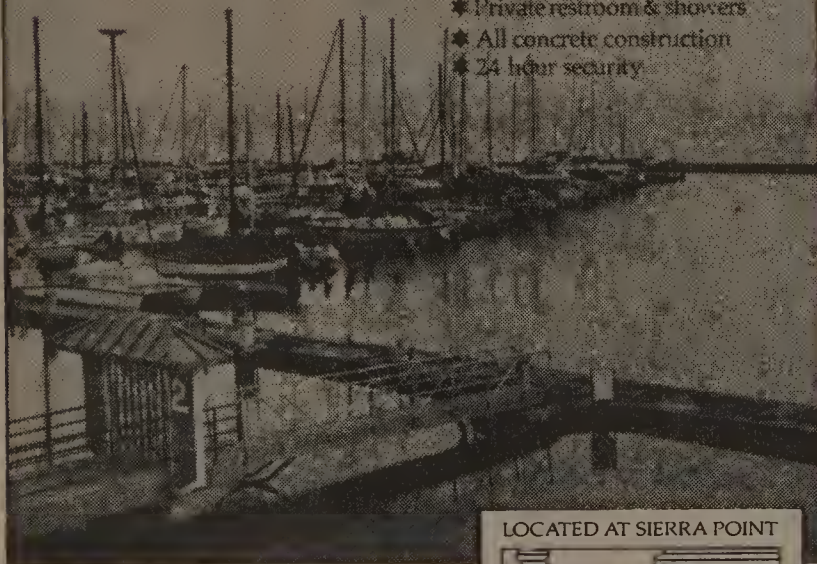
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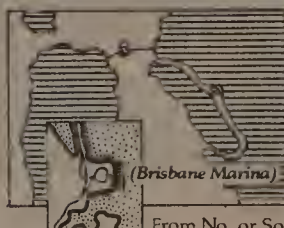
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LETTERS

↓↑PARTICIPATION UP 750%

As a reporter I subscribe to the 'better-late-news-than-no-news' philosophy. As such, I'd like to report that December's Light Boat Parade in Santa Cruz was a rousing success. Whereas only two boats showed up the previous year, in this most recent edition there were 13!

We all paraded up and down the harbor, waving to everyone and enjoying ourselves immensely. Led by the Harbor Patrol, we then paraded around the Santa Cruz Pier ("golly Martha, look at all the pretty lights").

A big old Santa Cruz 50 won first place in the parade because she had all these cute reindeer all lit up looking as though they were flying. The Santa Cruz Rowing Club has six antlered (with lights) rowers — and those guys sure were . . . well, and a Santa in back. Third place — well, someone else won it, either the huge powerboat with all the pretty lights or the sailboat that spelled out 'Merry Christmas'. Neither my wife or I can remember which.

We won fourth place! Can you imagine all our house Christmas lights on a Columbia 26? Not to mention the six little kid elves and Mr. & Mrs. Claus. I was so excited I never did notice who won 5th or 6th.

Bob Levin's Santa Cruz YC deserves a big thank you, as do KLRS, anonymous, North Bay Ford, anonymous, West Marine, and Stagnaro's for their generous prizes. Especially anonymous who gave twice.

It just goes to show you that we may be laid back in Santa Cruz, but we do know how to have fun. Won't you join us next year?

Scotty & Lisa
Califas
Santa Cruz

↓↑AM I IN REAL TROUBLE?

I recently managed to destroy not only the cast metal tabernacle on my 1974 Balboa 26, but twisted the 'foot' that fits on the bottom of the mast, too.

My questions are: 1. Are these standard mast fittings, and if so, where can I order replacements? Or, 2. Am I in real trouble?

The Balboa was made by Coastal Recreation, but I am unsure if they still exist. If they are still around, I don't know where they are located. Any information you can give me would be appreciated.

P.S. Not only did I do a stupid thing, it had to be in front of a lot of witnesses. It wasn't the stupidest thing I have ever done, but it ranks right up there with mooning Sister Agatha.

Larry Stanley
Coalinga, CA

Larry — As we're certain Sister Agatha told you many times, confession is good for the soul. As long as you can fess up to and laugh about your blunders, you're doing just fine.

As for the tabernacle and 'foot', those almost certainly were stock items. Any good sparmaker, chandlery or rigger with those thick catalogs of obscure marine hardware should be able to help you out.

↓↑DISHING IT OUT, TAKING IT, DISHING IT OUT AGAIN

The luck of the cruising game being what it is, I have just now run into a copy of your September issue, the one with a letter from Herman Miller in response to my letter of August. I must say, Miller's is quite a letter. Its bulk is a compilation of all of Captain Bligh's sins and its principle thrust seems to be congratulations to Trevor for staging the mutiny against the son-of-a-bitch owner, me, of the *Insouciance*.

I must say right off that I'm a little surprised you printed such a

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LETTERS

gratuitous libel. You did indeed characterize the letter as a piece of speculation, but more to the point, what in the world was it germane to? My letter concerned a pair of batteries that needed more recharging than we thought should have been necessary, an outburst of behavioral instability, and a longing to be re-united with a loved one. To which was added some abstract musings on the Coast Guard's understanding on the elements of mutiny.

Under the guise of responding to this, Miller has managed to sneak past you what can only be characterized as a piece of hate mail. Since we parted on amicable terms, I am at a loss to understand his motive. I can only guess that his conduct stems from envy (it seemed doubtful that the boat he was readying for the South Pacific would ever attain the perfection he demands of mine) or chagrin (he was left behind when I "lied" about Trevor's being unable to sail).

Additionally, although I hate to pile another complaint on the shoulders of the editor of a rag I genuinely enjoy, I do believe you mostly missed the point of my first letter, for which I must take at least some of the blame. I pointed out that I agreed with the Coast Guard's disposition of the case; my disagreement with that organization was over what constitutes the elements of a mutiny. The editor also seemed to read into my letter concern over future violence, whereas my point was that the "rupture of good order and discipline" had already occurred. Sir Gallahad had shattered the bond of mutual confidence necessary for the surety of a reasonably safe passage.

To get back to a point by point refutation of Miller's character assassination, let me start off by agreeing with his description of 'Sir Gallahad' as a clean-cut, intelligent-looking young man in his early 20's whose presence and bearing were those of a refined and cultured upbringing. He never once used any of the more common oaths, even in our all-male environment. Unfortunately for Miller, the lad's name is not Trevor (who incidentally did sail with me from Pago Pago to New Zealand over a period of three months on a most amicable voyage).

Miller first speculated on the identity of Sir Gallahad and then ("As far as I could tell it was a big lie.") calls me a liar on the basis of his speculation. He also characterizes me as having "an ego that . . . him to lie about anything as long as it might accomplish his goal". That seems rather presumptuous on the basis of such limited contact and with no examples to illustrate his point.

Are we finished with my lying yet? Almost. "Apparently he had lied to [his wife] about [conditions at sea] on the trip and she ended up doing all the real work." Hogwash. I had told Miller that we had four probable crewmembers to assist in a return from Victoria; that in fact none of the probables materialized, and that we had simply sailed down with the two of us, although with many misgivings on her part.

"George had never heard of a balanced sail plan." Again hogwash. The first parcel of sails ordered for the boat consisted of just those sails on the designer's sail plan, less the drifter. To these were later added a storm staysail, a gennaker, and a second yankee for double-jib downwind sailing. All were purchased locally.

"His idea of standing watches was that the rest of the crew did it." That's not just hogwash, it's simply out of whole cloth. Nowhere could he have read that into anything I said. I did point out that I considered it satisfactory to sleep on watch for periods of up to 30 minutes when well out of shipping lanes and when all other conditions were favorable.

"At that point he still hadn't figured out how to get the windvane to work and was only able to demonstrate it on one heading for short periods." I had reported to Miller that I had used the vane satisfactorily on the trip down from Victoria until the vane snapped off in a gale, but thought it worthwhile to check it out again on the

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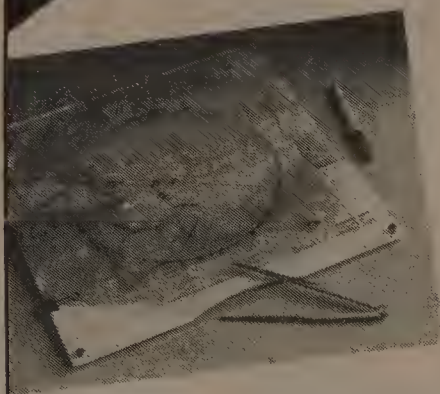
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LETTERS

hardest point of sail, straight downwind. The Monitor performed admirably.

Miller's letter, as I reread it, because curiouser and curioser. Now we come to "fool around with whatever happened to interest him". The occasion, as Miller was informed, was a landfall after ten days at sea during the last two days of which we had been unable to get any sights. What "happened to interest" me at the time was getting some sleep. I had identified the loom as coming from a light on Destruction Island off the Washington coast, had identified the next light, set a course accordingly, stood the mid-watch, and then had been awakened by George Bloom with a request to help him with a round of star sights — which I declined to do. I have sailed with Bloom several times since, have recommended him to sailing friends, and consider him to be one of my best friends. The fact that the issue rankled me enough to cause me to retell the story years later proves on that I am less than perfect. Probably considerably so.

"It must have taken ten full turns of the wheel with the hydraulic system George had designed and built himself from tractor parts." We finally come to something which is true, although modesty requires me to admit that it was built by Hydraulic, Inc. In exculpating Hydraulics for its use of tractor parts, I should further say that their dual station hydraulic system is one of the few pieces of equipment with which I have had no trouble since its installation. I should add that it takes just three complete turns to go from amidships to hard over. That fault in the system, if there be a fault, is that it is so easy to steer that the helmsman might not realize that he is carrying considerable weather helm — the wheel simply stays where you put it with no feedback.

'Bear with me, I'm almost done.

"It could have accomodated five comfortably, had the owner put enough water tanks under the cabin sole." The arrogance here is breathtaking. Whose boat is it, anyway? I do, in fact, carry more than 200 gallons of water, which Miller has every reason to know. I told him I thought a 39-ft boat was big enough for four people for longer than a couple of weeks, although I was prepared to give it a try with Trevor. It turned out that the overriding reason for his insistence on four was that his wife was not to be allowed to stand any watches whatsoever.

["Females] are more submissive" is not the way I expressed my concern for the makeup of the crew. "Have less tendency (consciously or unconsciously) to attempt to dominate" comes closer to my feelings, although I realize this might be brushed off as quibbling. Here I might add that my experience, very limited though it still is, leads me to the suggestion that both of us, editor and letter writer, tend to err on the side of naivete. Except as they travel in pairs, I suspect that all girls going cruising are looking first for a sex partner, and second, for sailing experience. In the event my wife sailed the same portion of the trip as Trevor, the 1000-mile open ocean sail from Suva to Opua notwithstanding.

"We turned him down cold." True, Miller did that the day before we were scheduled to sail. I count it among my luckier days.

Trevor is from Walnut Creek and is currently trekking in Australia. Does Miller think he owes Trevor an apology for falsely identifying him as the "mutineer"?

G.M. Foglesong

Aboard *Insouciance* in Auckland, New Zealand

G.M. — Nobody would have ever heard about the so-called "mutiny" had you not decided to present it to the general public in these pages. And, it could have been presented as a purely intellectual exercise about what constitutes a "mutiny". Had you left it at that — or had you provided the mystery mutineer's name so we could contact him for his side of the story — we probably wouldn't have run Miller's letter. But since you raised the whole

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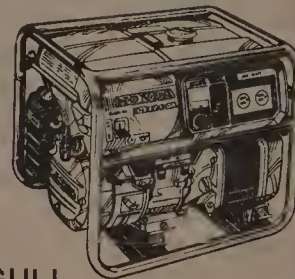
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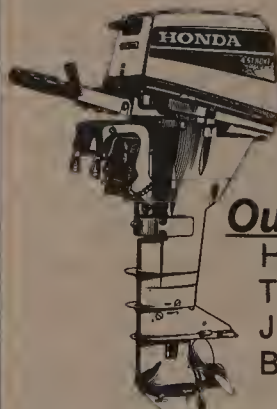
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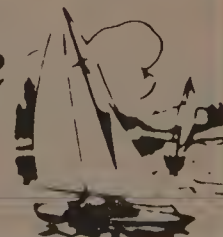
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LETTERS

issue — and dragged the gratuitous personal elements in — we figured you'd be willing to take the heat as well as you could dish it out. And in all honesty, you come off well — until the end when you make the hopelessly idiotic comment about single women going cruising primarily to find sex partners. Don't even think of trying to associate us with such lunacy.

⇅SILLY & IRREVERENT

In the December '88 issue you published a *Sightings* titled "up close and perversonal. In that piece you made reference to a "Nambia-Zambia Potion Making Conference", and propose that the silly drunk and somewhat irreverent photograph is the result of some "drunk Pygmies".

First of all, the facial markings look alot more like the traditional marks of Maori tribesmen, though I am unsure of this. But more to the point, there is enough overt and covert racism and bigotry in the world without you supporting and encouraging more of the cultural ignorance that is at its root. Sailors like to think of themselves as 'citizens of the planet', with a special appreciation for the rich diversity of the earth's peoples. Why not be a contributor to an ever-increasing understanding rather than using your publishing privilege to foster stupidity? What do you really know about Nanibia? Have you ever mentioned it in *Latitude* in any positive way? So why refer to African nations in thinly veiled negatives?

Please, use your usually fine rag to inform us or entertain us, or even rubuke us as appropriate. But don't use it to promote cultural elitism and racial misunderstanding. It doesn't become you, or any of us. And it doesn't make me feel good about paying for it or passing it on to others.

John Nickens
Sailor & subscriber, Berkeley

John — We understand your point, but we're not really sure what to make of it. The photograph and caption were clearly in jest and not the least bit mean-spirited. Furthermore, it's not if we haven't published hundreds of similar photographs where it's been wealthy white males who have been made to look pretty silly.

⇅THE UN-CLUB IS SEEKING MEMBERS

I am writing as Vice Commodore of the Sea Breeze YC in Oakland (which is sometimes considered to be the "un-club yacht club". We are a loosely connected lot who enjoy casual racing and cruising on the Bay.

Of late, we are expanding our membership in order to consider the ultimate heresey of developing permanent quarters in the shape of a club house, etc. We also feel a need to tap other resources than the mildly incestuous cadre of leaders who are control by virtue of consistent attendance at functions and meetings. You know the type.

At present, we meet in the occasionally defunct Sea Breeze Cafe on lower 6th Avenue in Oakland. Failing that, we gather at the First & Last Chance Saloon in Jack London Square (recently expanded by one table) depending on whether the Cafe is open upon our arrival.

Our yearly activities include three races and five cruises, including the ever-popular Estuary Challenge in March and the Angel Island overnight in Cotober.

Should anyone be interested in further information or to share stories, drink a brew or otherwise feel compelled to make contact with us, I can be reached at 464-3748 (work) or 865-1253 (home), or just drop in on us on the 1st thursday of each month at 7:30 pm — at one of the above places.

One personal note, I really enjoyed your series of articles entitled the "Bay Wanderer" and would enjoy an article on the

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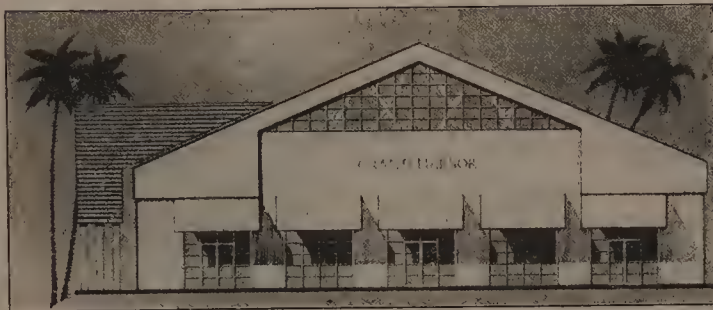
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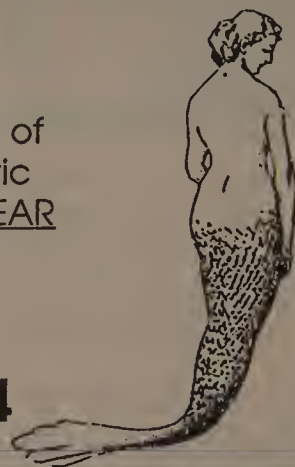
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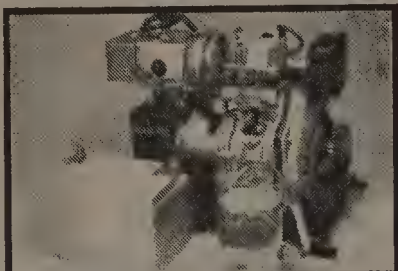
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LETTERS

various yacht clubs in the area.

Wally Young
Vice Commodore, Sea Breeze YC

Wally — We ran your yacht club article idea past the 'Bay Wanderer'. He respectfully declined on the assumption it would involve him going indoors, something he likes to do as seldom as possible. That's how it is with the Wanderer, you just can't tell. Maybe we can find a more conventional reporter to do such a story.

THE PHILOSOPHY OF WIND

I've been cutting down on my sailing magazine subscriptions lately. Enclosed is my payment for another year of the most interesting reading I can get in a magazine.

We sail "The Big Pond", Lake Michigan, on our Beneteau 235. Last Labor Day Weekend people say they saw five waterspouts on the lake during violent stormy weather. I'm currently reading an interesting book titled *Heaven's Breath — A Natural History of Wind*, by Lyall Watson. The book is about the deceptively simple subject of air in motion. It covers the subjects of geography, biology, physics, sociology, history, physiology, psychology and philosophy of wind in an interesting manner. His accounts of the violence of waterspouts bring awe to the reader:

"When a tornado crosses water, it becomes a waterspout and continues to lift and throw things about, but perhaps because water is seldom as warm as the land or inclined to offer as much resistance, it seems less ferocious. A tornado that formed at Norfolk, Virginia in 1935 went through several transformations. Shortly after starting to demolish the town, it crossed a creek, sucking up water until the bottom was exposed, and then gouged a channel in the mud. As a waterspout, it lifted small boats onto the shore, ripped off part of a heavy pier and — tornado again — destroyed several buildings. Crossing Hampton Roads, it turned into a waterspout again, then into a tornado which flung rolling stock off the tracks in a railroad yard. As a waterspout again, it sucked up another creek and as a tornado damaged some aeroplane hangers on shore. When last seen, it was headed up Chesapeake Bay as a waterspout."

There are more accounts of waterspouts forming on their own, but that one should remind us not to sail into a waterspout. Anyway, the book is an amazing compilation of everything you ever wanted to know about nothing.

I pass on your magazine to sailing friends here. We look forward to a published edition of Max Ebb's articles.

Ted Morningstar
Chicago "Tornado Alley" Illinois

FIRST AMONG HORNY MEN

In regard to February's *Calendar* item on the discovery of Cape Horn, I beg to differ with you. Maire & Schouten may have been credited with the discovery of the Horn, but the infamous English privateer, Sir Francis Drake, was actually the first to sight it.

Thirty-seven years before the Dutch sailor left (in 1578), Drake on the *Golden Hinde* and his remaining two ships, the *Marigold* and the *Elizabeth* set forth into the Pacific from the Strait of Magellan. Such a tempest then blew from the north that the *Marigold* was lost with all hands and the *Golden Hinde* and *Elizabeth* were driven southward beyond Tierra del Fuego. Believing there only to be a great Southern Continent south of the Straits, Drake soon realized it was in fact a great Southern Ocean. When he arrived back in England, Drake was not very willing to speak of the second route to the Pacific — for obvious reasons.

As a foretop sailor and educator aboard the replica *Golden Hinde II*, I'm always concerned about passing along accurate

The Armchair Sailor

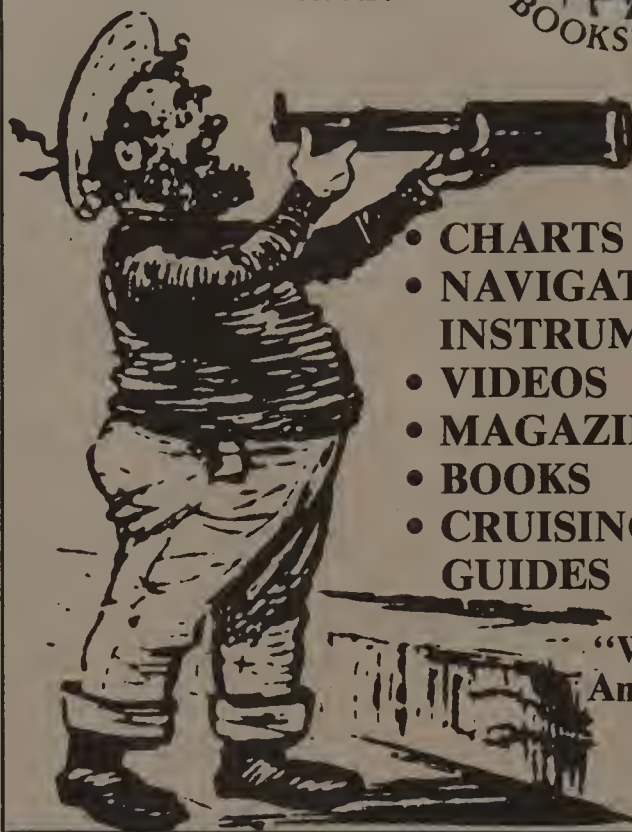
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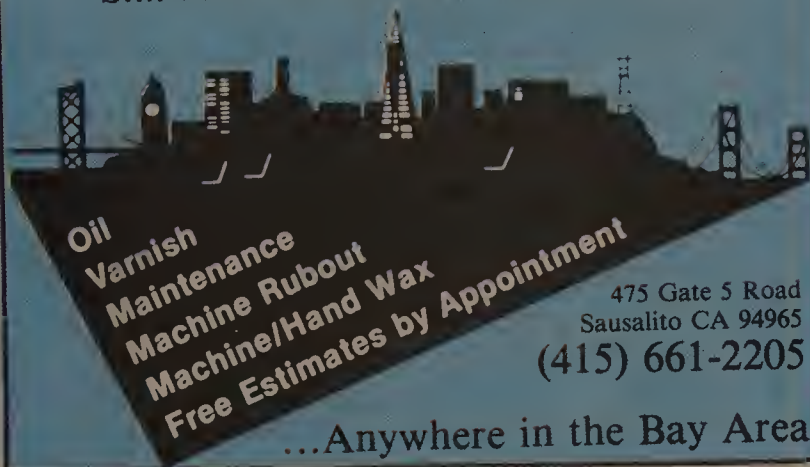
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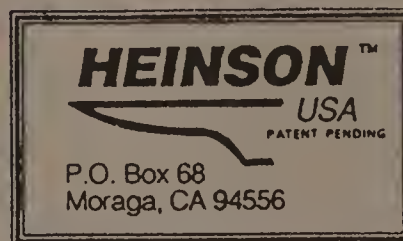


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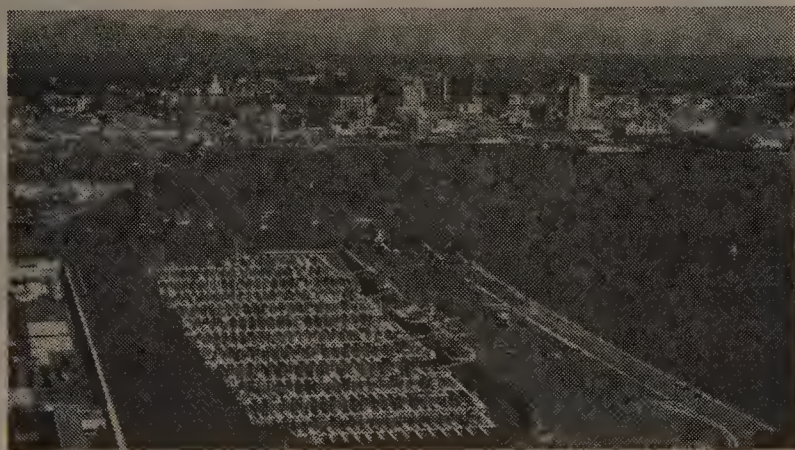
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LETTERS

information about Drake and his many voyages.

"No, people weren't midgets back then, the deckheads were low for weight distribution and seaworthiness."

Or, (in Texas) "Is it true that Sir Francis Drake *circumcised* the world?"

Uh, yeah, in a way . . ."

Somehow we knew the questions in Texas would differ from the ones asked in California.

P.S. In your write-up about the *Golden Hinde* in the October '87 article, you stated "these men must have had balls that clank". Very well put. I thought often of the poor souls aboard the *Hinde*, especially during that five-day Force 8 we hit in the Gulf of Tehuantepec. If they had any left (because of the cold), they would have certainly clanked. Whew!

Liese Corson
Golden Hinde II

Brownsville, Texas, now back in Oakland

Liese — *It's true that Drake was blown back down to the area of the Cape, but most historians don't credit him with its discovery.*

⇅ IS THE MAIN REASON PROTECTIONISM?

I would very much appreciate reading your opinion of the "Jones Act" as it applies to foreign-made boats. Several months ago your magazine had an article on chartering, as it related to "voyages to nowhere". Since then I've heard nothing whatsoever about this important issue. It would be especially helpful if an "expert" would qualify, in *Latitude 38*, just what this charter business is all about.

I have been told by some experts in this area that my foreign-made 49-ft trawler cannot be licensed for more than six paying passengers (the Six-Pak). On the other hand, a boat that is chartered from the owner by another party may "share the expenses with *all aboard*"; something the owner *may not* do.

I have also been told that all boats used for chartering have to be manufactured for that purpose, but I personally know of a Santa Cruz 50 that is licensed to charter in excess of 20 passengers.

Finally, is the main reason only United States manufactured boats are permitted to charter in excess of six passengers due to protectionism?

Erle R. Kirk
Los Altos Hills

Erle — Apparently you're not aware of how restrictive the Jones Act is. Since your hull was foreign built, you are not permitted to carry any paying passengers — except under unusual circumstances such as "voyages to nowhere".

The concept of "voyages to nowhere", as outlined in these pages a few months ago, is that it's legal to take paying passengers on a foreign-built boat, provided you return to the same dock you departed from, don't make any stops, and don't fish.

However, there's plenty of opportunity for the government to make "voyages to nowhere" impractical by requiring onerous paperwork for each "voyage". In other words, don't bet the farm on your being able to derive income from chartering your foreign-built boat. We're not sure how the local Coast Guard is handling this matter — it can vary widely within the United States — but we'll check for you next month.

American-made boats, such as Santa Cruz 50's, can be custom-built or modified to meet the requirements set forth by the Coast Guard to carry more than six paying passengers. You can even build such a boat yourself. Josh Pryor, who has been chartering the steel-hulled Ruby on the Bay for years, did just that. Years ago we published an article outlining just how complex it was and how many times Coast Guard reps had to visit to approve the



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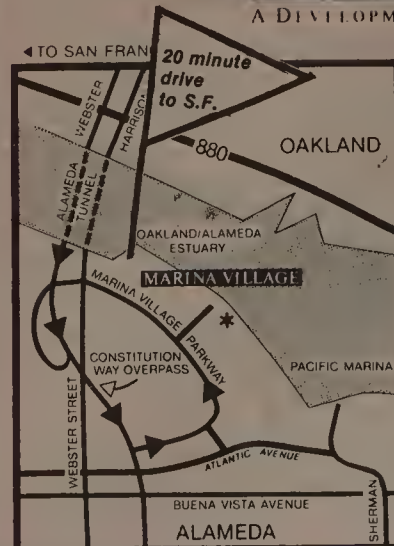
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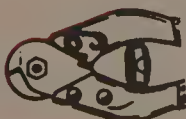
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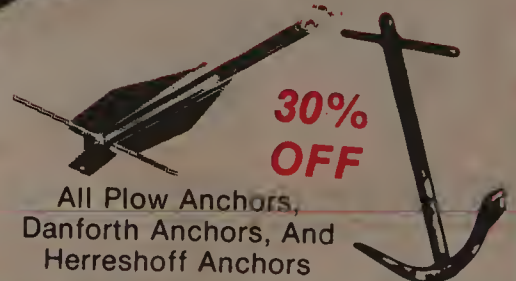
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LETTERS

construction. It's even possible, although always practical, to modify an existing American hull so it can be licensed to carry passengers. The issues at hand are things like fire-retardant hull materials, the height of lifeline stanchions, watertight bulkheads — and the attitude of the Coastie who is doing the inspection.

As for "bareboat charters" of foreign or American hulls by more than six people, it's been a thorny issue for years and doesn't seem to be getting any closer to a resolution. Some Coast Guard authorities, for example, have flatly stated that there can be no such thing as a legal bareboat charter by more than six people. But others disagree. We'll look into this next month also.

The Jones Act was passed for a number of reasons. A primary one was to ensure the safety of passengers and crew. A second was to protect the American shipping industry from foreign competition. As we're all probably aware, American shipping is virtually dead despite the protectionism, unable to compete with the lower wages and safety standards prevalent on foreign carriers. The United States shipping industry consists almost exclusively of carrying goods and cargo between one United States port and another — for the simple reason that the Jones Act prohibits foreign-built hulls from competing in such trade.

⇓↑ SWINGING AND BOXING

You've probably already had your ears "boxed" for recommending in the October *Mexico Primer* that people do the same to their compasses before heading offshore. But now that you've brought it up, "swinging" is pretty dangerous these days. Maybe people should practice boxing their compasses instead; might keep them out of a lot of trouble.

Seriously, it was nice to find a fairly recent copy of your magazine on the other side of the other 38 degrees. I enjoyed it.

Bob Lynch aboard *Scream*
Auckland, New Zealand



LATTITUDE/ROB

Some compasses even come with "self-destruct" switches.

⇓↑ HOW DO YOU SPELL RELIEF?

Several months ago an article appeared in your pages covering the restoration attempts on the lightship *Relief*. When I was a young child growing up in Delaware, my grandfather and I used *Overfalls* as a bearing for my training in coastwise piloting and navigation.

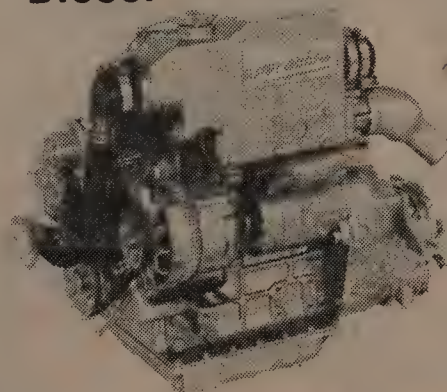
Overfalls became the *Relief*, and now she's in Oakland being restored. I want to get involved, but can't find any information on how. Would you please call or write to me with a referral?

Bill Grinder
San Francisco

Bill — You, or any other readers, can get involved in the *Relief* project by calling the U.S. Lighthouse Society at (415) 362-7255.

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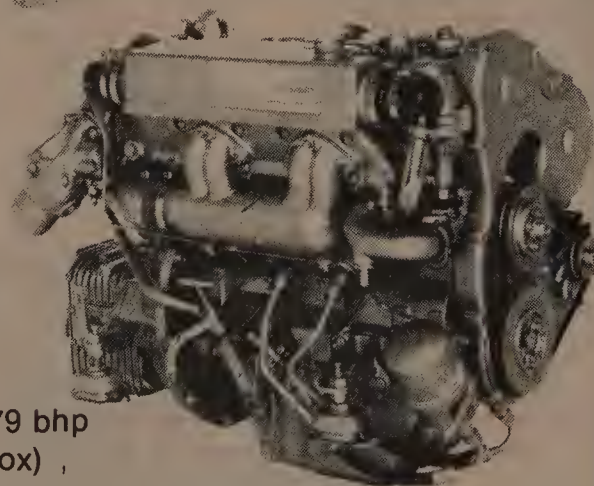
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LETTERS

⇕ CHEAP HEATING SYSTEM

Great magazine! I am presently cruising in Southeast Asia on my Bowman 46 yawl *Aelle*, and have thoroughly enjoyed the December '88 copy of *Latitude 38* — a gift from a California friend.

In particular, I am fascinated with the photograph on page 96 with the caption, "racing to Catalina makes people act funny." What a photo! What expressiveness! Raises the cabin temperature by at least ten degrees just having the magazine open at that page! Whew!

Please put me out of my misery, either send me an original print to frame (8x10, please) and hang on the bulkhead, or better still the names and addresses of any of the four lovelies. Best of all, do both.

Any invoice will be promptly paid, any letter replied to, any fax or telex answered, any plane met...I'm sure you get the idea.

P.S. How come you don't have international subscriptions?

David Hall aboard *Aelle*
Singapore



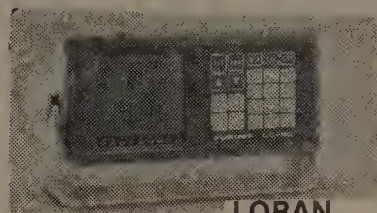
LATITUDE/RICHARD

Only four more months until the next Catalina Race.

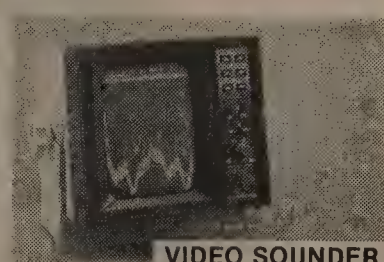
David — We take it you're cruising alone. As for your requests: 1.) We'd be happy to send you an 8x10 black and white glossy photograph suitable for framing if you send us \$25 first. Sorry, company policy. 2) As for giving out names and addresses, we couldn't do that even if we knew who those "four lovelies" are (we know who the two guys are, but then, you didn't inquire about them). Sorry, company policy. 3.) As for international subscriptions, we've always deemed them more work than they're worth. Sorry, company policy. (We will, however, ask the boss what he thinks about international subscriptions when he gets back from his latest sailing adventure.) Say, why would you need a cabin heater in Singapore anyway?

Latitude 38 welcomes letters on matters of interest to sailors. All letters received are presumed to be for publication unless otherwise indicated. Letters don't have to be typed, but they must be legible — signature included.. When possible, leave a phone number so we may contact you in case a clarification is required. Because of the number of letters received, it's not possible to publish them all. Interesting letters without time value are sometimes held for several months in order that they might be published. We reserve the right to edit all letters for the enduring qualities of clarity and brevity. Sorry, but given the volume of mail there is no way we can honor requests for individual replies.

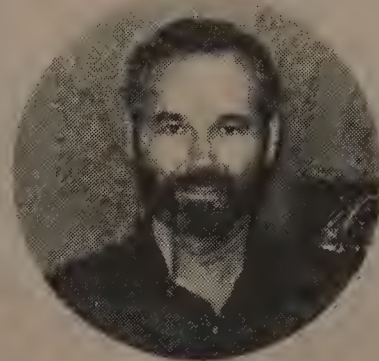
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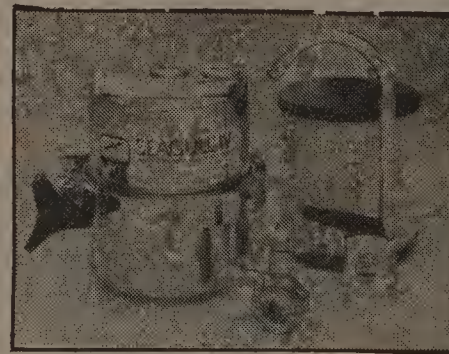


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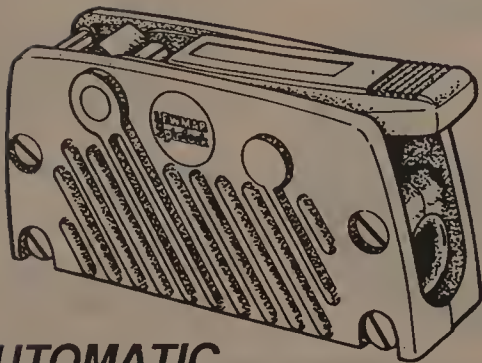
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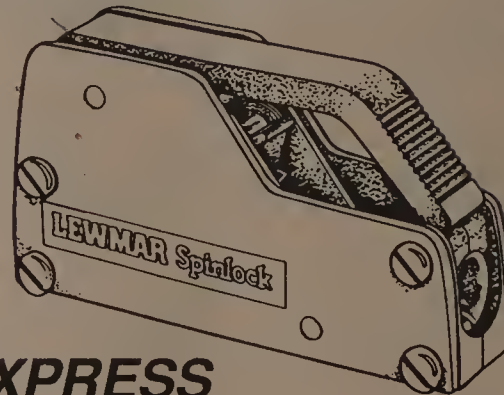
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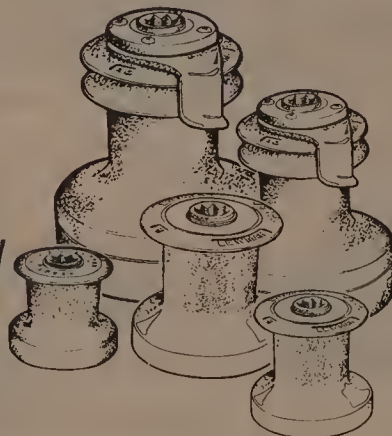


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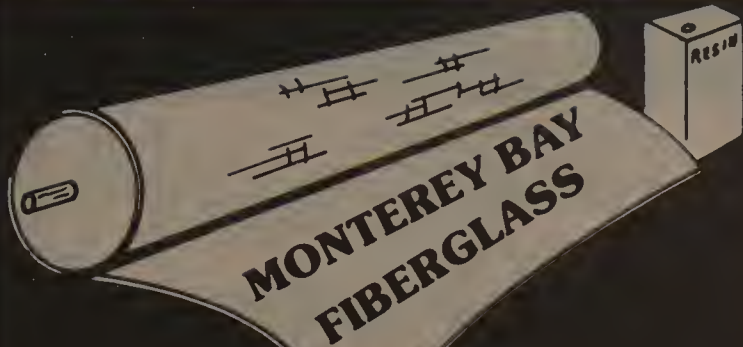
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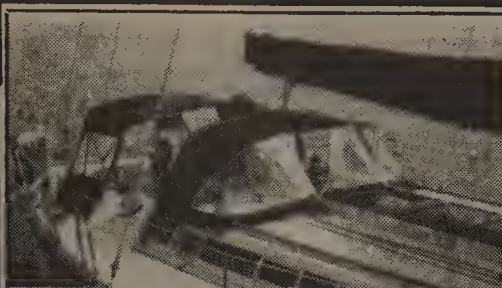
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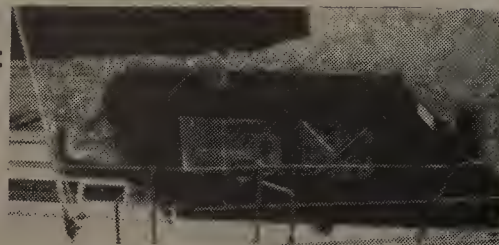
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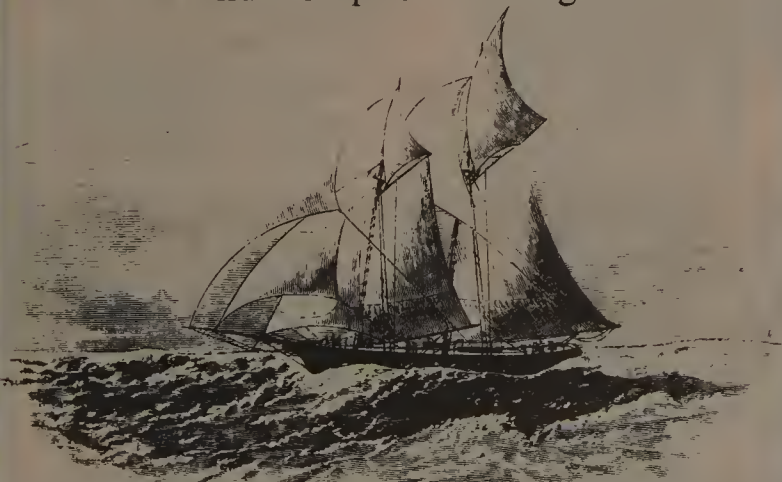
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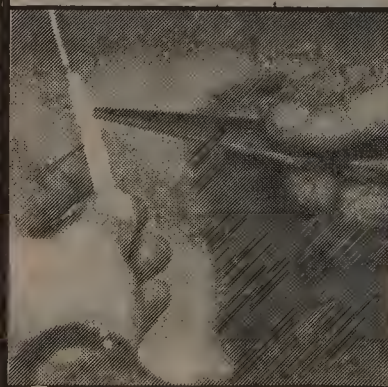
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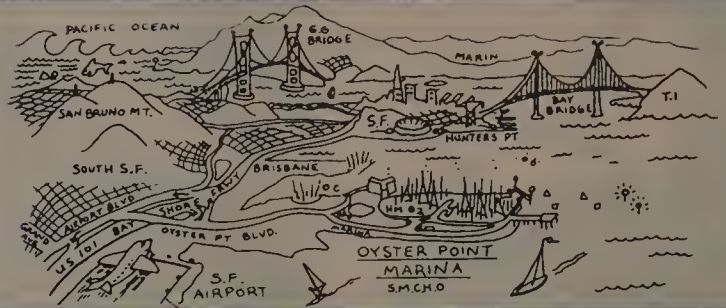
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

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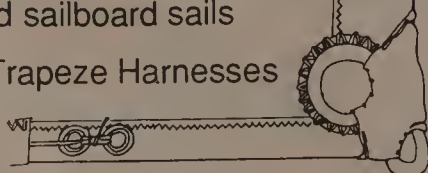
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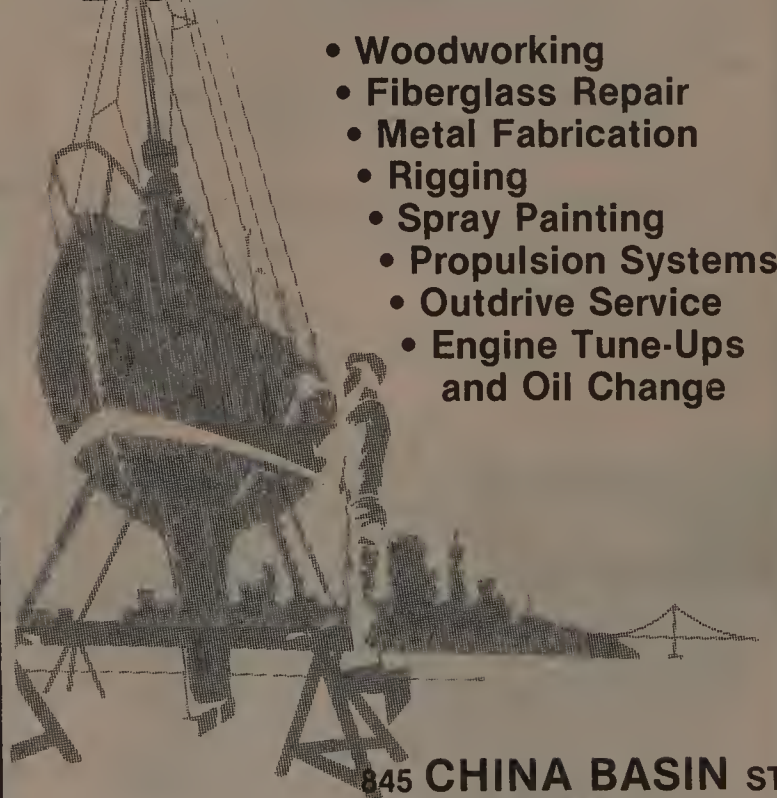
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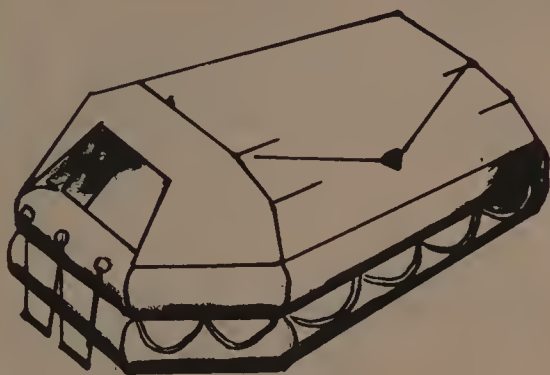
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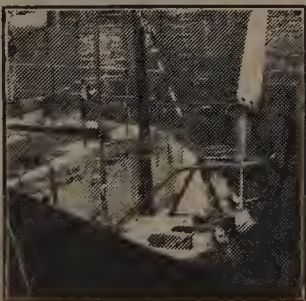
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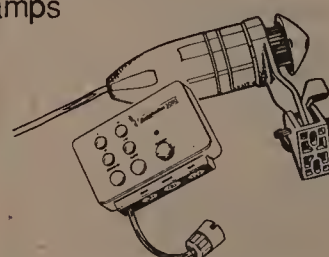
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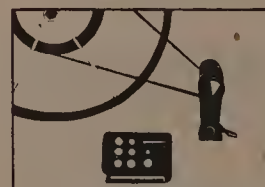
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LOOSE LIPS

The irony of it all.

Last month in *Sightings*, we led off with an "out with the old, in with the new" story about 12 Meters being replaced by 75-footers in the America's Cup. Side by side with that article was an editorial on the boating industry titled, "The Last, Final, Ultimate Answer to Everything." In that piece, we mentioned that, according to Douglas Adams' *The Hitchhiker's Guide to the Universe*, the answer to everything is simply 42.

It turns out that the juxtaposition of the two stories was more clever than we knew at the time. Why? Tom Mitchell, VP of communications and development for the America's Cup Organizing Committee, called from San Diego to let us know that the rating formula for the new 75-footers is a complicated combination of displacement, sail area and length, all of which finally and ultimately has to work out exactly to — you guessed it, 42.

We were feeling pretty smug about our inadvertent brilliance, when the phone rang again. It was the first of many calls to remind us that Adams' book is *The Hitchhiker's Guide to the Galaxy*, not the universe. Well, no one's perfect.

For the Birds.

A 1988 census by the Pt. Reyes Bird Observatory puts the number of birds that stop over in San Francisco Bay during their yearly migrations at about 1 million. This despite the fact that 90 percent of the wetlands they use are gone or radically changed.

Lynne's Lecture.

If you want to know the ins and outs of provisioning for Mexico, mark your calendars for March 11 and show up at the Foley Cultural Center in Vallejo. That's when Lynn Orloff-Jones will give a 3-hour "Mexican Cruising Seminar" covering all aspects of both state-side provisioning and shopping in for stores in Manana-land. She'll also discuss outfitting, cooking with locally available foods, "market" Spanish and a lot more. We haven't personally seen this one yet, but if it's anything like any of her past seminars, it's well worth the \$25 registration fee. But don't procrastinate: the class is limited to 20 students. Call (707) 557-4648 for more information.

Numero Uno?

What's the most numerous production sailboat? Hell, we don't know, but we'd guess it's either the Hobie 16, or more likely the good old Alcort Sunfish, of which 260,000 have been built since 1951. Can anyone out there confirm, deny or correct?

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Or something like that. Sailing has achieved the equivalent of the mechanical bull with the development of the mechanical wind-surfer, a true-to-life gizmo said to be just like the real thing, except you don't get wet you don't even feel any wind. Run by compressed air, you can "set" the wind strength on a 1 to 10 scale and enjoy all the thrills of running, reaching or beating you can even dial in up to two-foot chop. Intended to be the ultimate teaching tool, the Force 4 Simulator goes for a cool \$20,000. For more information, call Force 4 Enterprises in Vancouver at (604) 254-2922.

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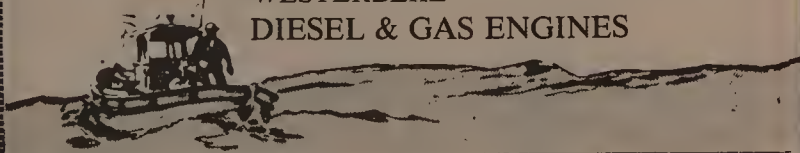
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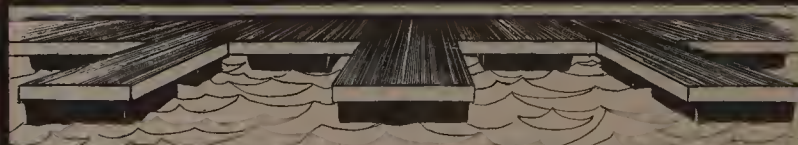
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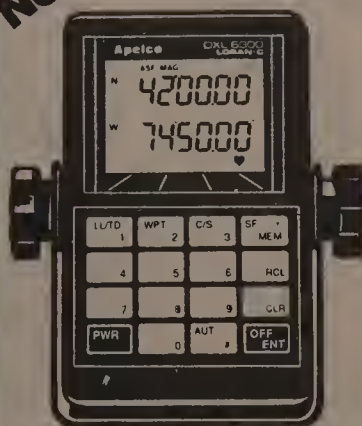
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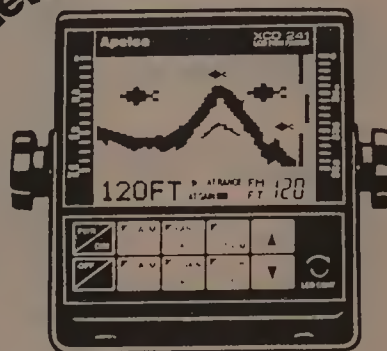
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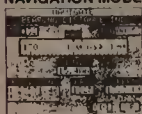
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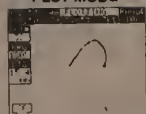
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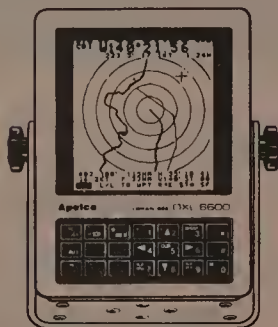
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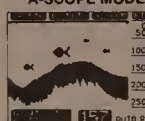
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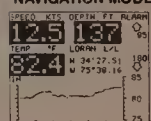
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LOOSE LIPS

and Marine Engineers (SNAME) will present the 18th Annual International Conference on Sailing Technology, otherwise known as Ancient Interface '89. Wow, what a mouthful to describe a bunch of folks getting together to talk boats.

But of course it's a little more than that. Since 1969 (and with the exception of two years), this annual conference has "provided a stimulating forum for discussion of the science and technology of sailing, sailing research and sailboat design." The reason we're telling you all this now is that the group is soliciting formal papers now. The 1989 theme is "Innovative Concepts for High Performance Sailing" and suggested topics include "Advanced Sailboat Design," "Advanced Concepts for Sails, Hulls, Hydrofoils or Keels;" "Applications of Computational Fluid Dynamics;" and "Advanced Materials and Structures." For more information, contact Papers Chairman Alan Adler at 321-5050, or Conference Chairman Thomas Edwards at 694-4465.

Living aboard.

One harbormaster we once asked put it like this: "Liveaboards? They're absolutely, positively, unconditionally illegal in the marina. We have about 15."

We'd like to explore what life is like for "illegal" liveaboards in the Bay Area. No, we're not trying to expose anyone, and we won't give any information to the dock narcs. Well, maybe for the right price. . . just kidding, just kidding. All calls will be held in the strictest confidence and as Jack Webb used to say, "Names will be changed to protect the innocent." Got a story to tell? Call John Riise (pronounced "reese") at 383-8200 before March 15.

Holy right-of-way, Batman . . .

In an effort to bolster their flagging shipyards, the Japanese government has decided to proceed with development of a 60-mph superfreighter. You read right. This 265-footer can carry up to 1,000 tons of cargo at slightly above our national speed limit. Power comes from gas turbines and water jets, which should consume enough gallons per mile to put the world in an instant gas crisis. Then again, if you have to ask the price (\$79 million per ship), you probably can't afford to run one anyway. On the drawing boards is a Techno-Superliner that could run from Japan to the U.S. in three days.

The mystery continues.

In our December issue, we ran a *Sightings* story about the discovery of a lost boat, a Boston Whaler named *Sarah Joe*, and the grave of one of those aboard when she was lost off Hawaii in 1979. The amazing part of the story was that the boat was found on an uninhabited island in the Marshalls, more than 2,000 miles away, nine years after the disappearance. There's nothing new to report on who dug the grave, or on the whereabouts of the other four fishermen who were aboard, but the story has received enough attention that it may be reenacted on an upcoming episode of TV's "Unsolved Mysteries." We'll let you know more when we do.

Giving 'em the slip.

A recent article in the San Diego Log celebrated Lee and Larry Fossum's 19 years at the same boat slip. In honor of the occasion, the Harbor West Marina (in San Diego) awarded the couple their own reserved parking space and a month's free slip rent which, notes Larry, has increased fivefold since they first put his self-built *Revelee* in it in January of 1970. It's gone from \$70 a month to \$337.

How about slip renters up north? Are you a longtime renter? Do you know a longtime renter? If so, we'd like to know. It may not get you free rent or your own parking space, but there might be a free T-shirt in it for you. What could possibly be better than that?

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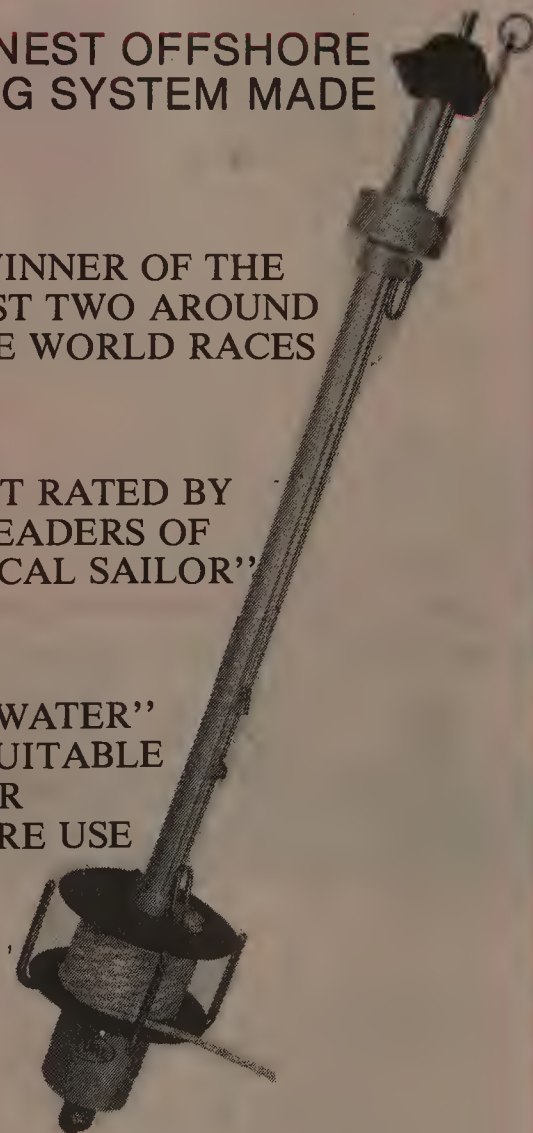
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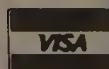
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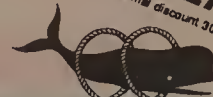
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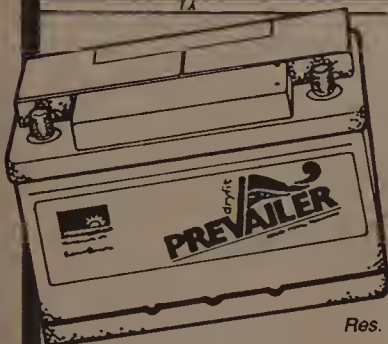


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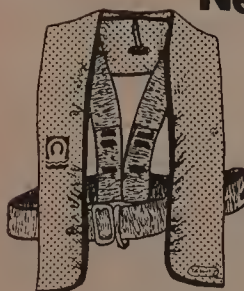


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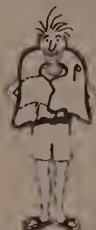
	Ah	CCA	Cap.	Model	Sale
DF45	30	215	300	319830	79.95
DF115	50	465	610	319848	139.00
DF125	55	500	695	350454	139.00
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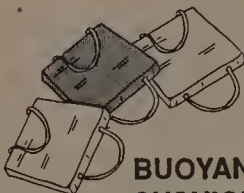
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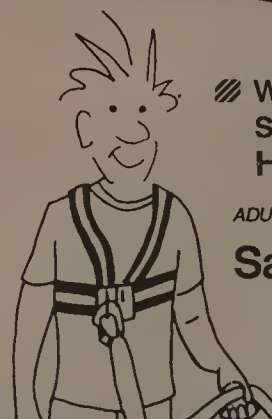
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blame it on rio

Over the years, she's been called "treasure ship," "mystery ship," "archeological time capsule," even "death ship" and "*Titanic* of the West Coast." She's without a doubt the most infamous of San Francisco wrecks, and at the same time one of the most famous. But one nickname the auxiliary steamship *City of Rio de Janeiro* has never worn is "forgotten ship."

True to form, though she sank 88 years ago, the *Rio* is once again in the news. In November, she was officially added to the National Register of Historic Places. Depending on a decision which will be made this month, though, that news item could pale almost to insignificance. If the California State Lands Commission grants the permits, a small Bay Area Corporation will have the final go-ahead it needs to dive on the wreck. If it happens, they will be the first humans to set eyes on the *Rio* since she went down. Also for the first time, the rest of the world will know the final resting place of the ship that has fascinated historians, archaeologists and armchair treasure hunters for nearly a century.

Launched in 1887, the barkentine-rigged *Rio* soon became the crack TransPacific liner of the Pacific Mail Steamship Company. Accommodating up to 600 passengers (100 in 46 first class staterooms), the 344-ft, iron-hulled vessel made regular runs between the West Coast and such exotic ports as Hong Kong, Manila and Yokohama.

She was also a regular on the U.S. Customs boarding list. (And you thought Zero Tolerance was new?) Reports indicate many boardings over the years, and the confiscation of a variety of contraband, in particular high-grade opium that had somehow escaped listing on the cargo manifests.

Several collisions and groundings also kept her in the news during her life, earning the ship one of her first monikers — "hoodoo" ship, sailor's slang for a bad luck vessel.

That life ended on Washington's Birthday, 1901, at the entrance to San Francisco Bay. In thick fog, the *Rio* struck rocks and sank in 11 minutes, taking 128 of 210 passengers with her. In terms of lives lost, the incident remains the worst shipping disaster in Bay Area history.

Unlike the hundreds of other wrecks that litter the bottom in this area, though, the *Rio's* story was not only not forgotten, it has since grown to near legendary proportions. The two factors that probably contributed the most to this phenomenon are the treasure(s) aboard; and the fact that, for a long time, she truly was a "lost" ship. No one knows exactly where or what she hit, and after the sinking, salvage crews were unable to find her. She reportedly wrecked during a strong spring ebb, and armchair experts have postulated her position everywhere from near Alcatraz to halfway to the Farallones.

To maritime historians, the archeological value of the ship is no less significant than any gold or silver she might have carried. In that sense, the *Rio* is a "stopwatch in time," frozen forever at February 22, 1901. A study of her could yield a fascinating glimpse into life of that era.

In other words, a lot of people would like a look at the *Rio*. But only a privileged few know where she is. To clarify: Though salvage crews immediately after the disaster could not locate the ship, she is not lost anymore. In fact, hasn't been since 1947, when William Gibson, then Captain of a U.S. Coast and Geodetic Survey boat, snagged a sounding line off the Marin headlands. When it finally pulled free, it came up with scraps of old wood hanging off. A sonar scan revealed the outline of a large, probably iron, ship. Gibson jotted down the coordinates, did some homework and realized he'd found the *Rio*.

Trying to get enough financial backing to salvage the ship would consume much of the rest of Bill Gibson's life. But he died in 1983, never knowing if the \$75,000 in gold coins (worth about \$2 million today) added to the manifest in Hawaii was still aboard, or if, as was rumored, she did indeed carry an additional \$2 million worth of silver bars (around \$14 million in 1989 dollars). Historians scoff at the rumor, since the silver wasn't listed on the ship's manifest, and insurance moneys paid out did not cover such a loss. But Gibson tracked down the assistant postmaster who claimed to have brought the gold aboard in Hawaii — and who saw the silver bars. He came away convinced the man was telling the truth.

cont'd on next sightings page

zero heroes or

A perfect example of why Congress doesn't deserve a raise — when you read this, you may agree they should get a cut in their salaries — is a recent easing of Zero Tolerance restrictions for commercial fishing boats. As of February, seizures of working commercial fishing vessels will be prohibited if the amount of drugs found is no more than personal use quantities: less than one gram of cocaine or heroin and less than one ounce of marijuana.

The reason for the ruling? Fishermen could face thousands millions in lost revenues and property simply because some drug-using guest or crew member left a trace of pot on board sometime in the past; all, of course, unbeknownst to the owner/skipper. They could also lose their livelihoods, even if they were found not guilty and their vessels returned. In helping push the legislation through, Representative Don Young (R-Alaska) noted that the bill would "prevent innocent owners of



intolerable twits?

fishing vessels from being persecuted by well-meaning by overexcited enforcement agents."

Haven't we heard all this somewhere before?

Yes, readers, once again our illustrious Congress has balked softly to accommodate special interests while putting the big stick to us peasants. Can our elected representatives really be so naive as to not see that a) us working slobs without powerful lobbies also lose money, property and our jobs because of Zero Intelligence; b) we're not going to sit idly by and continue to lose said items while and stand for such favoritism; c) by its very name and nature, there can be no exceptions to the rule, or it ain't "Zero" Tolerance anymore; d) fishermen can now apparently "just say 'yes'" and get away with it; e) the Coast Guard and other enforcement agencies, which have already taken a beating PR-wise with

cont'd center of next sightings page

rio — con't'd

The members of Seagamb, Inc., believe it, too. Short for "Sea Gamble," half this small syndicate is made up of descendants of William Gibson, including his son and grandson, both also named William, and grandniece Melanie Morgan. If that last name sounds familiar, Melanie is a newscaster for KGO, an all-news radio station in the Bay Area. The little corporation is dedicated to seeing Bill Gibson's dream of documenting and salvaging the Rio come true. So far, they've also continued the secrecy of the ship's location, lest some weekend treasure hunters decide to start without them — or the proper permits. For the last four years, Seagamb has been working with the State Lands Commission for those permits. When we learned about the Historic Site designation, we contacted Seagamb president Bill Gibson (the middle one) to see if it would have any bearing on the grand plan.

"No, because we've operated with State Lands right from the start with the understanding that eventually it would get a designation of this type," he says. The criteria for diving on a historical site are much more stringent than normal, of course — environmental studies, archeological plans and so on — but so far, Seagamb has met them all. If Gibson and his fellow investors get the go-ahead at State Lands' early February meeting, as we said, the first dive (a hard-hat affair, incidentally; the ship is several hundred feet down) could be made this summer.

"And," says Melanie Morgan, "maybe this 40-year family obsession will be over."

Stay tuned.



COURTESY SEAGAMB

baja ha-ha schedule

The party begins on Easter, March 26 and runs, appropriately enough, through April 1 — April Fools day. Sea of Cortez Sail Week, that is, better known among the "in crowd" as Baja Ha-Ha.

All you have to do to be counted "in" at the Ha-Ha is show up. We originally intended it to be a gathering of Mexico cruisers, but it's grown up into a local Mexican event, and a great excuse for a week of vacation for "Baja del Norte" sailors from as far away as the Bay Area. Some half dozen boats were trailered down just last year. (See more on trailering elsewhere in this issue.) Many nonsailors even show up, content to hitch a ride or two, then just camp out on the beach. No problemo — everyone is welcome.

Although we started the idea, the reins of power have long since transferred to other hands, most notably those of Alberto Morphy, who has run things on the Mexican end for the last five years or so. For a general idea of what's in store, here's a brief rundown of the festivities for the week.

Sunday, March 26 — The first day of sail week is held in La Paz. It's also the only part of the festivities where you really should wear a clean shirt. Sometime around 4 in the afternoon behind the Grand Baja Marina, you'll hear the Mexican Navy Band strike up, signaling the start of Sail Week. After formalities like the flag raising, and speeches by local dignitaries (the Governor of Baja was there one year), Miss Baja will be crowned, followed by the crowning of the Sail Week queen. Following that will be a free rum/tequila party at the La Paz YC.

Monday — Around 10 or 11 (or whenever, nothing is precise in Manaland), the first race begins. We call it that for lack of a better word, but in a way it's more like a fleet cruise where it might be fun to try to beat the guy next to you. So it's either a competitive cruise, or a very relaxed race. Anyway, it goes from Pichilique about 20 miles up to either Isla Ballena or Isla Partida. It has been sailed in everything from flat calm to 40 knots. Protests will be heard the following morning in Fresno. You don't have to race — about a third of the boats do — but that's where the rest of Sail Week takes place, so you might as well. The rest can sail, motor or swim; just follow the crowd. Anyone named Jesus can walk.

Tuesday — This is the first Beach Day, where the week-long tournament of champions begins in such events as volleyball, fish killing (fishing), chess, dominoes, Trivial Pursuit or anything anyone else wants to get going. We've been thinking of suggesting a "beach blob" contest for the last few years, but Sail Week attracts so many professionals in that area, it wouldn't be fair. The Pacifico/Corona Beer concession will be back to sooth that savage thirst (soda and bubbly water will be available, too), but no food. This is strictly a BYOF — bring your own food — event.

Wednesday — Another race day. This one goes five to seven miles around Isla Ballena. Again, no entry fees, no yelling and screaming allowed. Beachside competitions usually slow down a bit on this "layday", although there's usually a barbeque going somewhere and sometimes some low-key boardsailing instructions. There's no nicer place to learn than Baja.

Thursday — The various tournaments continue, with the added attractions of talent night (just about anything goes) and the world famous Baja HaHa-HOT Chili cookoff. Start galvanizing those stomachs now.

Friday — The last race of the week is Friday's highlight. It may be shorter or as long as the other two, depending on what everybody wants to do. Tournaments continue.

Saturday — Per tradition, Sail Week goes out with a bang. This is a big beach day, and winners of all the various tournaments are decided. There's also a big volleyball game with the local fishermen, and the wet buns(guys) and wet T-shirt(ladies) contests.

A big change this year from previous ones is that Sail Week ends Saturday night instead of Sunday morning, when most people head back to La Paz anyway.

Other need to knows: There's good holding ground at both Isla Partida and Isla Ballena, and plenty of room; we've counted as many as 200 boats at a time anchored there. In addition to food and water, be sure to bring

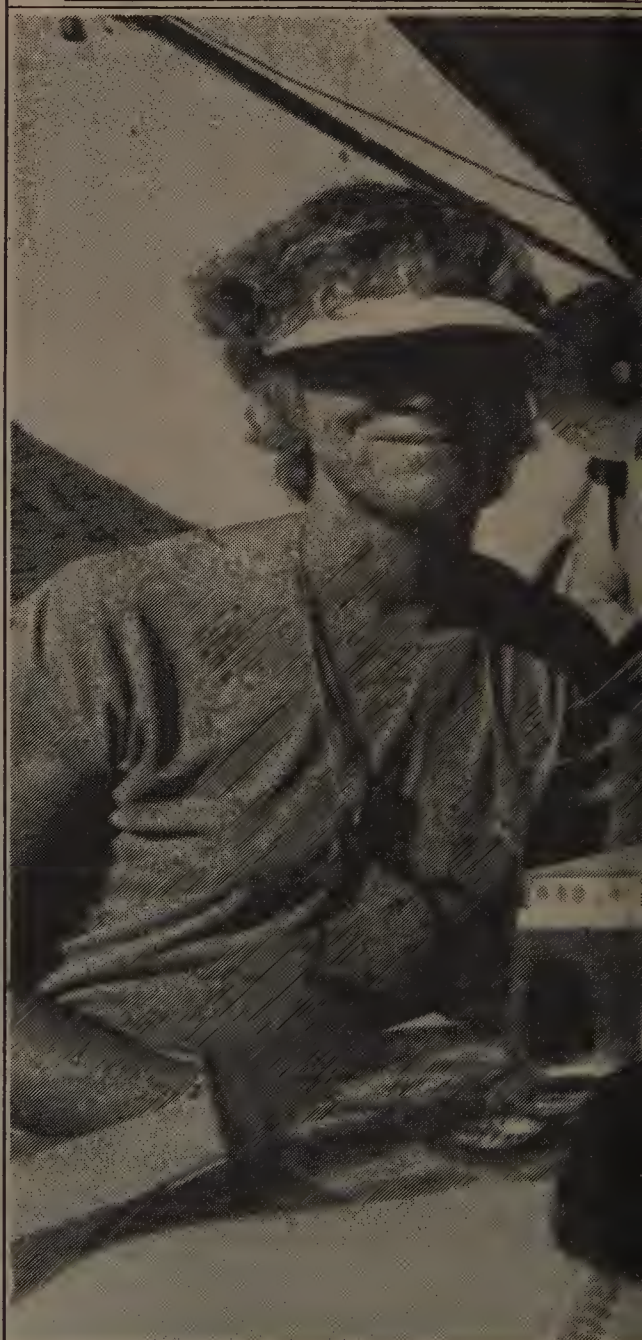
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zero heroes

Zero Tolerance will take even more abuse and look foolish to boot when they bust Joe citizen for a microscopic flake of pot while the fishing fleet motors by huffing, puffing and snuffing; f) if they'd just quit sidestepping and kill this whole Zero Tolerance thing once and for all, it would save so much money they could have their damn raise and still shrink the deficit; . . . Need we go on?

Were it anyone else, we'd have to say, no, they couldn't be that naive. It has to be a ploy. But Congress, well . . . remember, that's where Dan Quayle has been for the last 12 years.

Seriously, though, so flagrant is this discrimination, so compromising is it of Zero Tolerance, that we herald it as a deliberate move to put this ridiculous law out of commission for good. Congress must simply have felt it's been an embarrassment for long enough, and was just waiting for



— cont'd

some way to get out gracefully. And boom: Here come the fishing lobbies bemoaning the sorry state of affairs. Perfect! Congress does the

fisherment a favor "Remember this at election time, guys" while doing irreparable damage to Zero Tolerance. Now they just sit back and let and renewed public uproar finish it off. Brilliant!

If by some wild stretch of the imagination, this is not the scenario, then we hope you'll do your part to give those bozos a rude awakening. We urge all readers to vent their frustrations forcefully - not profanely, please - to their elected representatives, both in Congress and the Senate. And when the official word comes down on these new regulations from the executive department and the 30-day public comment period commences (we'll let you know), we urge you to write again.

The ball is in our court.

ha-ha — cont'd

beach chairs and umbrellas or other shade implements. Sunscreen isn't a bad idea. If anybody in your party needs to get back to La Paz, there are *Panga* rides available daily. And be sure to tune into the Sail Week Net, which is opened by the Queen at 0800 sharp — well, thereabouts anyway. We'll be there, too. Just look for the whitest (or by Thursday, the reddest) power blobbers on the beach. *Hasta la Ha-Ha!*

curiosity kills the cat

We're sorry to report that the Little America's Cup was over before it started in Melbourne, Australia, in mid January. After years of development and months of on-the-water testing and refinement, the American C-class catamaran *Wingmill* was capsized and its radical pivoting wing destroyed by a sudden gust of wind — from a news helicopter!

To say the incident was disappointing to the challenging syndicate principals Lee Griswold, Jim Hansen and Chuck Manning, and crewmen Steve and Bryan Dair, is probably the understatement of 1989, if not the decade. In this year of history making (see "*Thursday's Child*" elsewhere in this issue) in sailing, their "winged" cat had the potential to revolutionize the sport, or at least the lighter-is-faster segment of it. They were also confident of taking the International Catamaran Challenge Trophy (as the Little

cont'd on next sightings page



LATTITUDE/RICHARD

SIGHTINGS

curiosity — cont'd

America's Cup is officially known) back to LA's Cabrillo Beach YC for the first time since 1976.

Alas, it was not to be.

Regular readers will already be familiar with *Wingmill* from several *Sightings* features in the past few months. Atherton's Jim Hansen did the principal conceptual work for the odd rig that exerts upward as well as forward lift to the 25-ft catamaran. (The only parameters for C-Class cats are 25 feet in length; 14 feet of beam and no more than 300 square feet of sail.) More than just a novelty, the wing really worked — during a pre-race photo session, the Aussies clocked *Wingmill* doing an honest 20 knots in 10 knots of breeze.

Unfortunately, the novelty of the thing seems also to have been its undoing. News crews swarmed the boat on and off the water, at times almost completely ignoring the Australian defender *The Edge II*.

The incident occurred just after the first warning gun of the first race on January 20. With lightness at a premium, C-class cats are delicate animals to begin with, designed for racing in relatively flat water and moderate breeze. So with 15 to 18 knots blowing and heavy chop from the previous night's heavy breeze, both boats were definitely pushing the outside of the envelope to even go out. (C-Class races are cancelled when the wind gets to 20 knots.) Ironically enough, *The Edge II* packed it in early and returned to the beach, apparently intending to sit out the first race rather than risk damage. *Wingmill* was maneuvering near the starting line when all of a sudden, "the wing swung wildly and the boat flipped so quickly that Bryan fell over the back," writes Lee Griswold. Though designed to be repairable after a calm-water flip, the chop made short work of the wing, munching it to bits. The boat was saved, but the long awaited showdown was over.

Official statement from the *Wingmill* group was that the wing was diffi-

cont'd on next sightings page

we hope you're

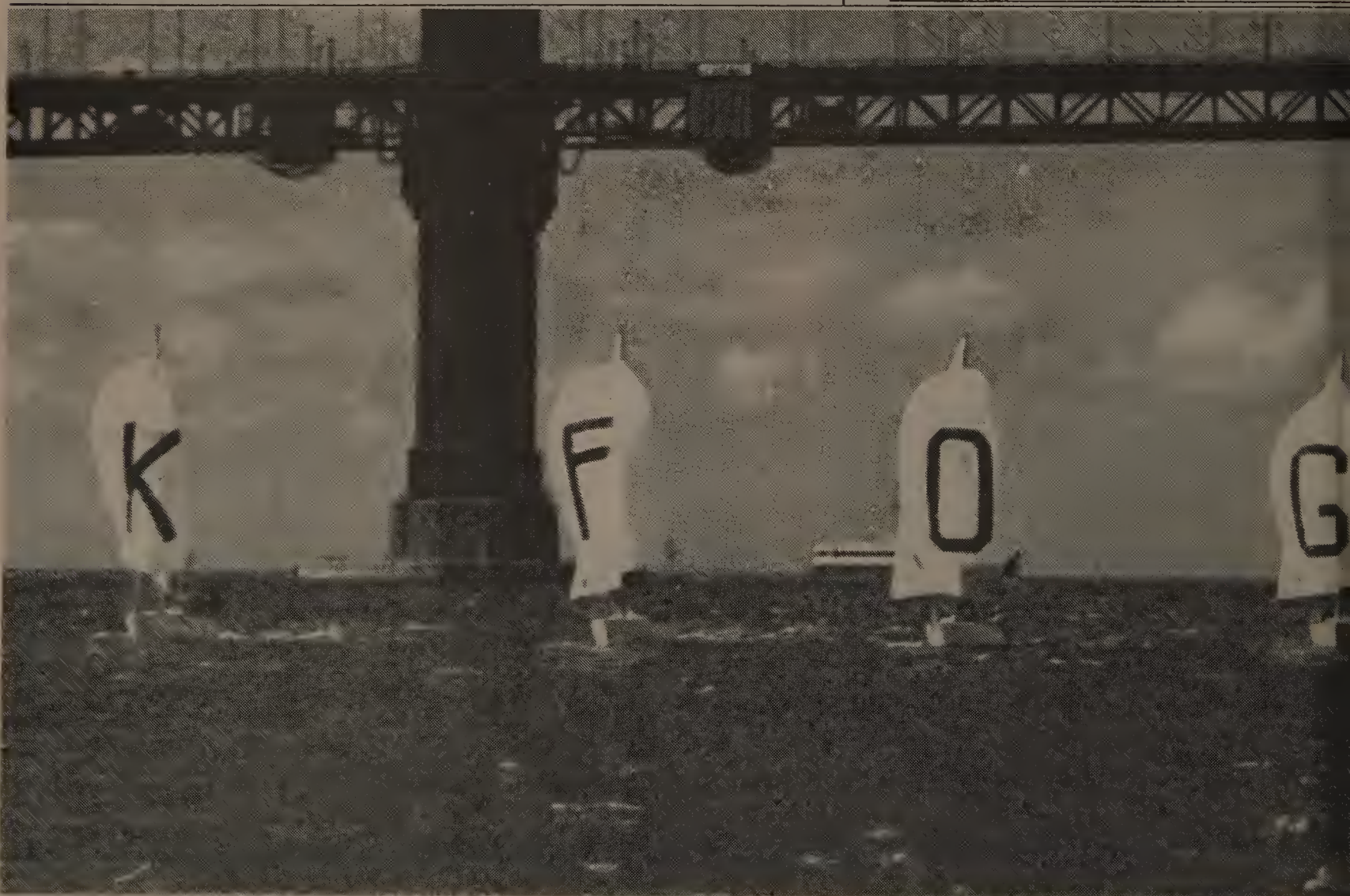
Studies show some startling facts about recreational boating pollution. For example, the sanitary discharges of the average weekend boater produce the same amount of bacterial pollution as 100,000 people whose waste is treated; and the average recreational boater discards a pound and a half of plastic into the water per trip.

In an effort to combat these threats to regional water quality, the Oceanic Society's Bay Chapter released guidelines for en-

missing

Jeff Immel's dream of living the sailing life came true in late January. The 33-year-old East Bay man bought a 36-ft wooden sailboat and immediately began preparing it for a cruise down the coast. Part of that preparation, of course, was sailing, and he took *Gjoken* out regularly, often singlehanded.

On Wednesday, February 8, Jeff's passion turned into a nightmare for his family and friends. He went out alone for an afternoon sail, and never came back. On Thursday, another boater reported a mast sticking out of the water just northwest of



below average

vironmentally-sound boating this March. The guidelines provide a clear list of ways in which boaters can reduce the amount of pollution caused by such activities as pumping out the bilge, flushing the head, painting the hull and disposing of trip refuse. Boaters can get a free copy of the guidelines and a list of Bay Area pump out stations by writing: Bay Chapter, Oceanic Society, Bldg. E, Ft. Mason, San Francisco, CA 94123.

boater

Treasure Island. The Coast Guard sent a diver down, and confirmed that it was *Gjoken*.

The Corps of Engineers' debris boat *Coyote* raised Jeff's boat on Saturday, and at this writing that's where it still hangs, as tangled in legal proceedings as the rigging on the broken mast. With the boat so recently purchased, the paperwork is literally "still in the mail," and the boat can't be turned over to the family until they can prove ownership. Authorities did allow them to remove Jeff's personal belongings

cont'd center of next sightings page

curiosity — cont'd

cult to handle and that a sudden freak wind blew them over. We salute that display of sportsmanship. To almost everyone else in attendance, including the international jury in a nearby boat, it was obvious where that "freak wind" had come from. A TV helicopter that was supposed to stay above 200 feet came down to more like 50 for a better angle on the proceedings — this despite a special meeting with pilots beforehand to caution them specifically against getting too close to the tender cats.

After the accident, there was nothing to do but pack everything up and head home. Griswold reports that a meeting of the International C-Class afterward recommended that helicopters be restricted to a 500-ft minimum for future events. In the best spirit of sailing, the *Wingmill* team also vowed to return with a newer, lighter and even faster version of the boat in '91.

"With that and better controls," says Griswold, "we should be invincible."

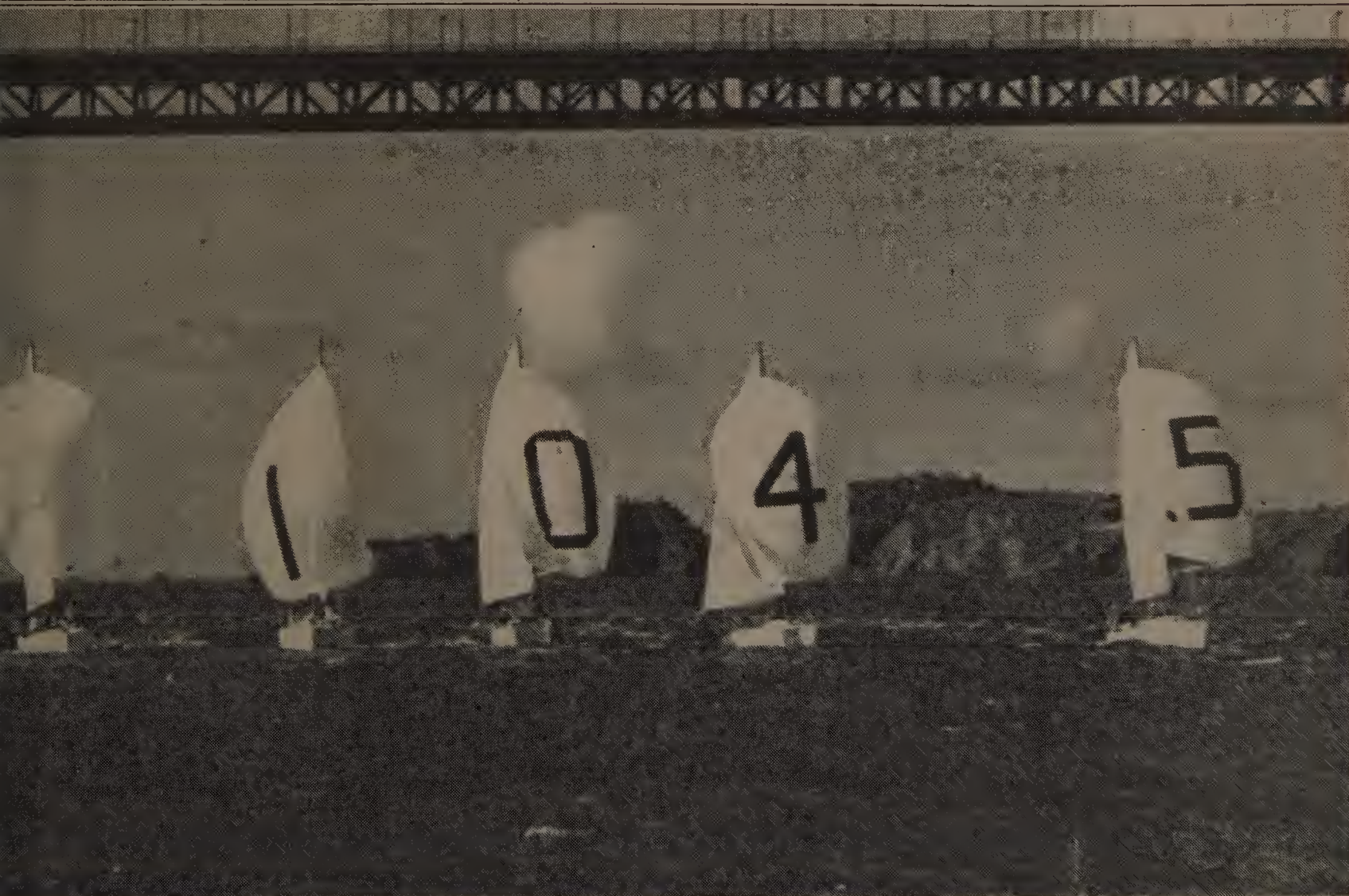
crass commercialism for a good cause

The crass commercialism shown here was for the best of causes — "continued building of the 'ultimate sailboat,'" says Leon Daniel, spokesman for the Express 27 fleet's entry into KFOG radio's "Best Radio Promotion" contest. If they win the \$10,000 first prize, the fleet will buy the molds (Pacific Boats, which built Expresses, went out of business a couple years ago) and start building them again.

The stunt, which turned out to be quite instructive to the crews of the nine boats that took part, took place February 4. A tug towed the boats from Richmond to the Golden Gate, where they put up the lettered spinners and sailed down the City Front.

It was harder than it sounds. To guys used to doing everything possible

cont'd on next sightings page



commercialism — cont'd

to get ahead of the boat next to them, keeping in close formation was a real challenge. To help, each boat dragged a space case, which could be reeled in or let out to speed up or slow down the boat. Adding to the confusion was the wind. While most of the leeward boats were skimming along okay under a 10 to 12-knot westerly, northerly gusts played havoc with the "O," "4" and particularly the ".5 FM" boats, which kept rounding up. Nevertheless, while a little spread out at first, by the time the fleet cleared the Gate they stayed amazingly synchronized.

Daniel wanted to make sure everyone who donated anything to the effort got a mention, so here goes. Larsen sails donated the sticky-back with which fleet members "lettered" the spinnakers. Louie's Deli in Pt. Richmond supplied coffee and donuts before the sail; Svendsens donated the post-sail barbecue. Pulver Video will put together the promo tape the fleet will actually enter in the contest. Finally, Tom Decker of Slackwater Towboat Company towed the boats out to the Gate.

All in all, it was a great effort, and they certainly have our vote. Judging for the KFOG contest won't take place until the middle of March, though. We'll let you know how it all turns out.

remembering when

Anniversaries are big these days, or hadn't you noticed? Geez, it seemed like every time we flipped the tube on last fall, someone else was solving the JFK assassination. (Where were these people when we needed them?) Other 1988 anniversaries marked 20 years since the killings of Martin Luther King and Bobby Kennedy, and the 100th anniversary of the Jack the Ripper murders. So far, so awful, eh? It wasn't all downers, though. At least two TV documentaries on 1968 brought back some warm and amusing memories, as did the 20th high school reunion attended by one of our editors.

Since it's a new year, and since we're such slaves to fashion, we decided to turn back a few pages of our own to see what was happening in the sailing world all those years ago. Here are a few that we came up with right off the top. Can anyone out there add to the list?

500 years ago - In 1489, the symbols "+" and "-" are invented by Cassius Flowus, the world's first yacht broker. Just kidding about the second part.

400 years ago - Despite being in command of 150 ships and 18,000 men, Sir Francis Drake gets his butt kicked trying to take Lisbon in 1589.

200 years ago - 1789 was a busy year. George Washington was inaugurated at the first meeting of Congress in New York; the French Revolution took place (and the country is still trying to figure out whether it should celebrate the massacre or not); and in sailing, the mutineers from *HMS Bounty* settle on Pitcairn Island.

100 years ago - Well, it's stretching, but the French Panama Canal Company went bankrupt (we later picked up the option) and Jerome K. Jerome wrote "Three Men in a Boat."

20 years ago — Now for some serious stuff. The year we first put men on the moon may be best remembered in west coast sailing for the famous finale of the '69 TransPac. You know the one, where George O'Brien's 81-ft ketch *Mir* dropped her mainmast in the Molokai Channel within sight of the finish line? The crew rigged the mizzen staysail backwards and *Mir* crossed the line stern-first. Incidentally, taking line honors in her west coast debut that year was a brand new 73-footer named *Windward Passage*. Controversy over the now legendary yacht's protest out of first on corrected time flares to this day.

In May of 1969, tragedy struck another living legend: the 160-ft schooner *Goodwill* met her end on Baja's Sacramento Reef. All hands, including her colorful owner, Ralph Larrabee, were lost.

Thor Hyerdahl amazed the world once again in 1969 by dragging an Egyptian reed boat halfway across that country, then sail/drifted across the Atlantic on it.

cont'd on next sightings page

missing —

— "everything he owned was on that boat," said one brother-in-law. During that process, they noted that all four of the boat's normal complement of lifejackets were still aboard.

What happened to Jeff Immel is a mystery, though the rainy, blustery weather on Wednesday doubtless had something to do with it. The Coast Guard suspended a half-day search without finding any trace of him. So far, Gjoken has not given any clues as to why she went down. Though the mast was broken and some seams



cont'd

sprung on the starboard side, it's unclear whether that damage was there before or after the raising.

At this writing, Jeff Immel is listed with the Alameda Police Department as a missing person, and his family is busy putting flyers up in Bay Area marinas and yacht clubs. They ask that anyone with more information on Jeff or what happened to him contact Brad Hutting, his brother-in-law, at (415) 439-3548. We sincerely hope to have a happy ending to this story in the next issue.

remembering — cont'd

Closer to home, the most infamous Vallejo Race ever was blasted with 70-knot gusts. Of the 600-odd boats on the Bay that early May weekend, 22 required Coast Guard assistance, 4 broke masts, 3 sank and 2 capsized. First to finish in that one was Dan Drath's Bird boat, *Robin*.

10 years ago - Two of sailing's most strange and tragic events occurred in 1979. The first was the loss of 5 boats and 15 sailors when hurricane-force winds raked over England's Fastnet Race. The second was another loss, that of Around the World singlehander Donald Crowhurst. His trimaran *Teignmouth Electron* was discovered ghosting along off the Brazilian Coast with no one aboard. His log told a tale of complicated deception and eventual madness.

On the brighter side, the first ever Singlehanded TransPac got underway from San Francisco. It's been going strong and safe every two years since.

cont'd on next sightings page



remembering — cont'd

1979 also marked the second full year of production for *Latitude 38*. Among subjects featured were the emergence of women as a serious force in sailing (we devoted two whole issues to the subject, in fact, and two of the only covers that depicted faces instead of boats). We chronicled the sinking and resurrection of the Santana 20 *Urban Guerilla* from the Berkeley Circle, the triumph of Carl Schumacher over the other quarter tonners at the Bay-held North Americans on his *Summertime Dream*, and the victory at the Finn Worlds by a young sailor named John Bertrand.

Finally, 1979 marked the sad end of a tradition here at *Latitude*. Dedicated readers may remember that we used to not publish a December issue. The idea was to take the month of November off, go sailing, get to know our families again and generally try to regain our sanity for the other 11 months. As has been obvious in recent years, that latter commodity is but a distant memory.

end of an era

In 1987, Camelot almost came to San Francisco Bay.

"World renowned scientists, naval architects and computational physi-
cont'd on next sightings page

tax write-off

From our "great-idea-why-didn't-some-one-think-of-it-sooner?" file comes word of the first annual Tax Write-Off Race. Held appropriately enough on April 15, this will be the first ever race held exclusively for — and in — charter boats. The purpose is several-fold: Provide racing opportunities for non-boat owners; allow for inter-charter club competition (charter clubs are very much like yacht clubs except the members don't own the boats); PR for the charter companies; and hey, what racing's always been about — to have a good time!

Club Nautique gets credit for the idea. They claim their inspiration came from our most recently retired President. "The charter industry on San Francisco Bay blossomed with the Economic Recovery Act of 1981 and its tax incentives for investments



race

in hard assets," says a press release. "Today, active charter boats can pay their way, but the original catalyst which created the fleets was Reagan's tax incentives. It seemed only appropriate to pay homage to our beginnings with a race for charter boats. . ."

The idea is for groups of either club-affiliated sailors, or simply interested "freelancers," to get together and charter a boat for entry in the race. The boat can be chartered from either one of the many charter outfits around the Bay, or an individual. Entry fee is \$15, which must be received by Club Nautique by April 7. (Late fee is \$25.) The course will start and finish near the Estuary entrance, with a couple main Bay marks thrown in in between to make it

cont'd center of next sightings page

end of an era — cont'd

cists, utilizing the world's most powerful Cray computers, have pushed ahead the frontiers of yacht design — boldly innovating new concepts to produce a faster, sleeker sailing machine. . .," shouted the Golden Gate Challenge posters. "Come aboard and join the most dynamic America's Cup in sports history."

How long ago it all seems now: the bizarre, front-ruddered 12-Meter that almost *did* turn the sailing world on its ear. All the hype, the bravado, the posturing — and the final moment of truth in Fremantle when "almost" didn't count for a hill of beans.

No one knew it then, but Dennis Conner's victory down under also signalled the swan song of the 12-Meter. With a new class of America's Cup yacht decided upon late last year, the once mighty 12s, like the condor, became simply another flock of big, ungainly birds of prey on the brink of extinction.

The Golden Gate Challenge's two boats, the radical, front-ruddered US-61 and the older, wing-keeled US-49, both named *USA*, breathed their apparent last a long time ago. For two years, they have sat, bleaching in the sun, at a Sausalito yard amid the remnants of glory — rusting containers full of equipment, faded sponsorship logos and the once supersecret "geek" keel.

The last hopes of paying off the \$3 million (of \$10 million) debt the GGC owed its creditors also went out the window with the adoption of the new AmCup design. Before that, they had plenty of interested potential buyers, including the Japanese and Russians. In February, though, US-61 was finally put up for auction. There was only one bid, the minimum \$50,000, and in less than a minute, the boat and her gear belonged to Bob Cole, the Peninsula car dealer who guaranteed the loans that got the GGC going.

Cole still holds out hopes of selling US-61. US-49 will continue to sit right where it is until title problems are cleared up.

when the long trick's over

It's been a few years since we said our final farewells to Paul, but the memory is still vivid. On a clear spring day, aboard the boat he'd raced on the last several seasons, a small group of friends and loved ones sailed his ashes out, said a few appropriate words and scattered them to the wind in Raccoon Strait. It seemed a fitting way to say goodbye; we thought Paul, wherever he was, approved. As we've since found out that our little ceremony was illegal, we know Paul got a huge kick out of it.

Burial at sea, either the scattering of ashes or full-body type, is regulated by state and federal law, and neither permit it inside U.S. territorial waters, much less in the Bay itself. To be more specific, we quote from the Code of Federal Regulations:

"Burial at sea of human remains which are not cremated shall take place no closer than 3 nautical miles from land and in water no less than 100 fathoms (600 feet) deep . . . All necessary measures shall be taken to ensure that the remains sink to the bottom rapidly and permanently." Weighting, and the also-required "suitable shroud" must be taken care of by a licensed interment service.

Cremated remains must also be scattered outside the 3-mile territorial limit, though it may be "without regard to the depth limitations specified above." (Yes, you're correct that the United States recently extended its territorial waters to 12 miles; burials at sea are one of few exceptions that will remain under the "old" territorial limit.)

In practice, most full-body sea burials are done just south of the Farallones, away from fishing and trawling grounds for obvious reasons. Though there are 100-fathom depths closer to the islands, their status as a National Marine Sanctuary constitutes another forbidden area. Ashes, of course, may be scattered closer inshore, as long as it's no closer than the law allows. Another clarification worth noting: "territorial" waters off San Francisco start at a line between Pt. Bonita and Mile Rocks, not the Golden Gate.

Although several charter boats and yacht clubs around the Bay offer burial at sea services — which requires special licenses — sea burials may

cont'd on next sightings page

trick's over — cont'd

also be conducted from private boats. Both the California State Cemetery Board and the EPA (burials at sea are written into the Code of Federal Regulations under the Ocean Dumping Act; so much for dignity.) have "open" permits for this. That means there are no formal applications or licenses you need prior. You're just on your honor to obey the law, which you all now know. After the burial, the boat owner must file a formal letter with the EPA within 30 days. (address it to: Regional Administrator, c/o Regional Ocean Dumping Coordinator, U.S. EPA, 215 Fremont St., San Francisco, CA 94105). The letter should state the date of burial; latitude and longitude; number of remains (how many people) and/or number of burials (if you did more than one); and a sentence at the bottom stating, "I certify that these scatterings occurred greater than three miles from land." No paperwork is required by the state beyond notation on the permit for disposition (required for any body) that the burial was "at sea."

Incidentally, if you're caught burying someone illegally, the fine is \$50,000. Paul would have really thought it was a riot if we'd been caught with the "smoking box" in our hands.) A call to the Coast Guard revealed that no such busts have yet been made in California. The Lieutenant Commander we talked to sincerely hoped none would, either. "We're having a hard enough time with our public image without crashing a funeral," he said.

To get some idea of what it would run for such services on a local charter boat, we talked to Josh Pryor, whose *Ruby* is one of few sailing vessels in the area licensed for both cremated and non-cremated sea burials. Josh says ash-scatterings are considered straight charters. He charges \$200 an hour, and a typical burial of this type lasts three hours (\$600). *Ruby* can accommodate up to 30 people for this type of ceremony. Full-body burials, because of the time involved getting to deep water — usually a full day of motorsailing out far enough, then back in — are special charters. They run \$2,500, which includes proper shrouding and weighting of the body, and are limited to 10 people.

Our late friend Paul appreciated a good prank as much as the next guy. We'll never again sail Raccoon Strait without thinking about the ultimate practical joke his family and friends inadvertently played out those years ago — or without listening for his laughter on the wind.

trends in reading

We must say, we are genuinely amazed by how far and wide Latitude 38s seem to travel. Lately it's been bordering on the unbelievable, except



COURTESY GARY N. CURTIS

In the Southern hemisphere, you have to read counterclockwise.

that people send photos as proof. A couple of months ago, for example, we ran a picture of a guy reading a *Latitude* in downtown Moscow. Last year, someone else sent in a photo of himself reading the magazine at the base

cont'd on next sightings page

write-off race

interesting. Classes and trophies will be broken down according to size and number of entries. Guest berthing will be avail-

just a hint

Greetings from the Ukraine! The enclosed photographs were taken at the Cherkassy UC last fall.



MARTHA ROUSE

Victoria, winner of the Black Sea Cup.

Victoria, seen in the first photograph, was the winner of the Black Sea Cup, a race primarily for Soviet boats. Even though the boat was subsidized to some extent by the Soviet government, it didn't

float

According to a Coast Guard press release, 2,800 boats were reported overdue last year. That doesn't mean 2,800 search and rescue missions were launched, it just means that that many friends and relatives were concerned for the safety of their overdue loved ones.

Of course, most of these cases went no farther than the phone call. The tardy boaters finally arrived none the worse for wear and the callers' fears were assuaged. It's a good thing, too, because with the scanty information most such callers can supply — some don't even know the boat names — the Coasties have no idea where to even start looking.

That's why float plans are a good idea; sticking to one even moreso. In other words, tell — or better — write out to someone where you're going, how long you'll be gone, who'd aboard, a complete physical description of the boat and so on. Then stick to the schedule. If you say you're going to be in San Diego in mid-March, don't "just decide" to lounge around in La Paz until April — unless, of course, you update the change with your stateside contact. Even if you're going out for just the day, let someone know the whens and wheres of your activities.

— cont'd

able at no charge on April 14 and 15 at the Ballena Isle Marina. For more information, call Club Nautique at 865-4700.

of soviet sailing

have a winged keel and wasn't particularly high tech.

The boat in the other photograph is a homemade trimaran whose owner is seen readying the boat so he could take us out sailing. My Soviet friend had been right when he said that he was sure he could find someone to take us out for a short sail. We found the Soviet people to be unfailingly hospitable.

The owner of the tri said you needed to be resourceful to outfit a boat in Russia. We noticed that all of the Russian sailors were very protective of their sails, removing even the main despite the fact that they sail their boats regularly.

I gave my Russian friend a copy of *Latitude 38*, which he enjoyed. Our translator enjoyed her first day sailing on the Dnieper River. All in all, it was a good trip, both for international relations and for sailing.

—martha rouse, sausalito

plans

In a worst-case scenario, you'll be a lot easier to find when the planes and cutters know where to look. But there are plenty of advantages in the nocase scenario, as well: less worry time at home, less tax dollars spent and more time for the Coast Guard to respond to genuine emergencies. Take it from us, it's pretty embarrassing having the Coasties "find" you when you didn't know you were missing.

Incidentally, you might be interested in our time-tested method for approximating how long anything regarding any boat is going to take. Make the most pessimistic, overblown estimate you can, then triple it. If even that gets eclipsed, a last ditch line which may work when you call home is, "Don't pay the ransom, dear. I've escaped!"

To streamline the process, you might look into "Triptrac," a float plan service run by the National Boat Owners Association. You do have to be a member of the Ventura-based NBOA to use Triptrac, but for as little as their base \$39 membership, the particulars of you and your vessel are entered in NBOA's computer. If you're late, they call the Coast Guard with all the information the Coasties need to start looking for you. For more on the service, call (800) 852-6262.

trends — cont'd

camp of Mt. Everest. Here's the latest installment:

Just when we thought it was getting cold in Long Beach, I found myself sent south to enjoy a January summer in the Southern Hemisphere. Naturally I took the latest copy of *Latitude 38* to read while sunbathing during those extra long summer days.

So here is how it is at 90 degrees south: 24 hours of sunshine; no wind for wind-skiing; 1/2 inch of powder on 2 miles of base; and 30 degrees below zero. You now have proof that *Latitude 38* has reached at least one end of the earth. Someone else can take it to 90 north.

— gary n. curtis
noble yachts

grand harbor grand opening

Alameda's Grand Harbor, the Bay Area's newest marina, officially opened its doors January 27. Jack London was the natural theme for the ceremony, since his *Snark* was built on the site in 1906. And talk about



LATITUDE/JOHN ARNDT

The *Snark* and admirers.

small worlds: Grand Harbor was the brainchild of Dean Anderson, whose grandfather built London's boat!

Among dignitaries on hand for the opening were Alameda Mayor Chuck Corica and Becky London, daughter of the famous writer. Almost matching the marina in interest was a beautiful \$150,000 model/diorama of *Snark* in the Anderson Yard. It was on loan from builders Toby and Warren Watson.

The new marina has 365 berths ranging in size from 30 to 53 feet, all on modern, concrete floats. End ties bring total capacity to about 400 boats. Berthing starts at \$5/ft. If you want to get in on the ground floor of this one, now's the time. At the opening, only about 50 slips were occupied. For more information, call 865-1200.

spring boat shows

The bad news is that the Mariner Square In-the-Water Boat Show, a spring tradition, has been cancelled this year due to dock damage from the December storm. The good news, we think, is that in its place, two new shows have been scheduled, one by the Northern California Marine Association (NCMA), one by the marine businesses at Mariner Square. The NCMA, which also produces the fall in-the-water Bay Area Boat Show and January's San Francisco International Boat Show, has organized the Northern California Spring Boat Show, which will be held at Marina Village in Alameda April 15 to 23.

The other show will be held at Mariner Square — the same week.

Maybe it's just us, but it sure seems like everybody would get more bang

cont'd on next sightings page

SIGHTINGS

boat shows — cont'd

for their buck if boat show organizers in Northern California held non-overlapping shows. The two big ones just held in January at the Cow Palace and Moscone Center were the same way.

Anyway, this spring is a one-shot deal. With new docks coming in this summer, the Mariner Square In-the-Water Show will be back, bigger and better than ever, in 1990.

not a pretty sight

It wasn't a scene Paul Kaplan wanted to see. In fact, it was one he hoped he'd never see: The barge supporting his City Yachts brokerage building and fuel dock was under water. But sometime during the night of February 10 it happened.

Here's what apparently occurred. During one of the low tides we've
cont'd on next sightings page

raiders of the

Without correspondents in either the Canary Islands or Barbados, we're a little tardy reporting on the third annual Atlantic Rally for Cruisers. In the better-late-than-never category, we can report that the race was mostly a big success again this year.

Some of you may recall that the Rally, which starts in late November, exploded onto the cruising/sailing scene three years ago, when an astounding 200 boats competed in the inaugural 2,700-mile "race" from the Canary Islands across the Atlantic to Barbados in the lower Caribbean. This year saw the fleet drop from 190 boats last year to a still remarkable 146 boats. By



third arc

comparison, the Los Angeles to Hawaii TransPac has never had more than 80 entries (in 1979) and last time had 54.

The difference between the ARC and the TransPac, of course, is that for more than a decade now, TransPac boats have been virtually all stripped out racers or sleds with near professional crews. The ARC was designed especially to keep those kinds of entries out of the race. The result is a remarkable variety of yachts, from a 23-ft steel boat being singlehanded to a Saudi-owned 120-ft steel Jongert that displaces 190 tons and carries 24 tons(!) of

cont'd center of next sightings page



not pretty — cont'd

been having lately, the barge ran out of water and settled on the bottom. It's happened before with no problems, but that Friday night, the water was unusually calm. Without the usual surge, when the tide started coming in, the barge got bound on its pilings and flooded. Fortunately, the various safety valves for the fuel dock did their job and no gas or oil leaked out at all (the tanks aren't on the barge).

Fortunately also, the brokerage building came loose and floated free, so it suffered only minor damage. The same was true of the barge itself. After a quick structural check by divers, it was easily refloated, and City Yachts is back in business at this writing.

Not so yet for the fuel dock part of the business. The little chandlery building suffered extensive losses — computers, printers, video machines and tapes, much of the chandlery inventory, and 19 years worth of records. No word yet on when it might reopen.

come on baby, do the locomotion

The story opens on our heroes, call them John, Dave and Ted, as they exit the Petaluma basin on their trusty steed, *Locomotion*. It is a bright, fall Sunday morning. The time is 8:30 a.m., the air is still and the tide is out — way out.

The details of the previous evening at the prestigious Petaluma YC are more than a little blurry: those people really know how to party! Dave is below resting. He isn't saying much about it but he thinks he remembers getting lucky last night. John is in the bow coiling a line and chief hero, Ted (hey, I write the story, I get to be chief hero) is in command. With the trusty Evinrude murmuring its quiet song (actually, it sounds more like a cat being dismembered), the heroes pass through the D-Street bridge — open, fortunately — and sally forth on the mighty Petaluma.

We had heard the vague rumors about a mud bar adjacent to the F-Street outfall, but as I mentioned, things were still very blurry, and the extent of our decision making dealt with the appropriate moment to get back into the beer. Life was good.

Life was good until the depth went from 8 feet to 2 inches and our boatspeed went from 6 knots to zilch. At that moment, we knew in our heart of hearts that we had arrived, really arrived, at the F-Street bar. Dave's nap was over, and we knew it was almost time to get into the beer.

One of the nice things about an ultralight — *Locomotion* is an Express 27 — is that these types of situations are fairly easily remedied. So the motor is turned around, Ted and John are hanging off the shrouds rocking the keel and Dave, new chief hero, assumes command. Naturally, this makes Dave fully responsible for what happens next.

One of the Evinrude's many deficiencies is that it doesn't lock in the down position. That means that, pushed too hard in reverse, it tends to kick up viciously. Well, we pushed, *Locomotion* slid, and the motor kicked up. Up and out — and off. As the shaft came perpendicular with the bracket, there came a MIGHTY roar, followed by a MIGHTY splash, followed by MIGHTY quiet....

Time for a beer.

The motor is now hanging from its tether a foot and a half beneath the boat. I'm not sure who uttered the next words, but they will echo forever in *Locomotion's* polyester depths: "Well, shit!"

Happily, this story is coming to an end. *Locomotion* finally made it back to Expressland. Thanks to some judicious, though inebriated, advice from the boys at the gas dock at Port Sonoma, the reborn Evinrude will live to shriek another day. Our heroes are older, but certainly no wiser. The moral of the story? Don't ever think life's most embarrassing moments can't be made worse. All it takes is a little effort.

— ted morgan

short sightings

EMERALD BAY, LAKE TAHOE — There was no mid-winter sailing at this popular summer destination when frigid February temperatures as

cont'd on next sightings page

SIGHTINGS

short sightings — cont'd

low at 26 degrees below zero froze the surface of the lake. Depending on who you want to believe, the Bay hadn't frozen over in 37 or 50 years.

GOLDEN GATE BRIDGE — Officials that February's record cold temperatures caused the bridge cables to contract so much that the deck rose 10.5 feet higher than normal from the surface of the Bay. You needn't cover your head in fear when sailing under the bridge, however, as the expansion and contraction of the bridge is a design feature and doesn't foretell of a collapse.

MARIN COAST — Has the killer(s) returned? During the last two years, 18 sea lions and one seal have washed ashore after being shot to death. Circumstantial evidence has made out-of-state herring fishermen prime suspects in the eyes of some conservationists. The shootings have all coincided with the herring season and the huge mammals are known to have interfered with fishing operations in the past. Fisherman with special permits granted by the state are, believe it or not, allowed to shoot sea lions that interfere with their catch. Nonetheless, if you have been or become a witness to sea lion shootings, you're requested to call the National Maritime Fisheries Service at (707) 578-3740.

OFF THE COAST OF CUBA — The 734-ft Carnival Cruise Lines

cont'd on next sightings page

third arc

fuel. The majority of ARC entries are families either coming to the Caribbean and States to cruise or Americans returning home from European cruises. Most are on tight budgets. One entry, for example, saved on sail ties by removing seat belts from cars at a junk yard. "Low income, lower expenses," is the predominant philosophy.

Nonetheless, the most recent fleet had the largest sailboats ever, reflecting what founder/organizer Jimmy Cornell said was merely a worldwide trend in cruising. Partly because of this, all but two boats covered the 2,700 miles in less than 24 days, the best fleet time ever.

Of the 26 countries represented, England, with 56, had the largest number of entries. The United States was second with 25. Corrected time honors, however, were spread among a variety of nations: Italy (2), Norway, Finland, United Kingdom (2)

The crowds lined up to see Thursday's Child at Marina Bay in Richmond.



— cont'd

and Denmark.

First to finish was the Swan 57 *Tenareze*, which covered the course in 15 days and 12 hours. She was almost immediately chucked out when Barbados officials learned that the 25-year-old owner, Bason van der Westhuizen and his parents, were travelling under South African passports! After a firestorm of controversy, the black Barbadian officials decided that the family, which have applied for British passports, could stay for a month. Other South African yachts calling on the island have been asked to leave. Despite the controversies that have been around as long as the race — are some boats too racy? — and, should the finish line be moved to St. Lucia, which has much better facilities? — the ARC was once again a smash. Given the long and warm downwind course as well as the tropical destination, it's no wonder.



short sightings — cont'd

ship *Celebration* did the ultimate T-bone number on the *Capitan San Luis*, a Cuban vessel hauling cement. Drifting with neither lights or steering, the 350-ft Cuban vessel was sliced in half by the luxurious cruise ship, whose captain didn't see the *Capitan San Luis* until even reversed engines couldn't prevent the impact. The *Celebration*, none of whose 2,100 passengers and crew were hurt, picked up 42 of 45 Cuban crewmembers. The other three are presumed lost at sea or in the wreckage.

SAN FRANCISCO BAY — Dredging is the latest hot political potato to be tossed around hereabouts. On the one side, fishermen and environmental groups support plans drawn up by the Regional Water Quality Control Board to enforce offshore disposal of dredged mud. On the other side, shipping interests and marina operators who will end up paying for it. Currently, about 5 million cubic yards of material get dumped off Alcatraz, the main site, or in secondary sites in San Pablo Bay or the Carquinez Strait. If the ban goes through, starting in 1990, all dredge spoils from "new work" would have to go to shoreside disposal sites or to a yet-to-be-designated deep water ocean site.

LEASE SALE #119 — While we're on the subject of the environment, those who appreciate its delicate beauty were overjoyed to hear President Bush declare an indefinite moratorium on proposed Northern California oil drilling during his first substantive speech since he took office. The problem is, in oilpeak, "Northern" California starts at the Mendocino county line. South of that to the Monterey/San Luis Obispo County border, they call "Central" California. Off Central California is Lease Sale #119, an area of 1.5 million environmentally sensitive seabottom acres which he didn't mention at all. Everyone from local politicians to national environmental groups is trying to get him to do so. Your letters would help.

MARINSHIP, SAUSALITO — Marinship 1942-1945, a permanent museum, will begin construction at the Army Corps of Engineers Bay Model soon. Funded by the Chevron and Bechtel Corporations, the museum will focus on the building of Liberty Ships for the war effort during that era. For more information, call Cynthia Roby at 332-6556

THE AIRWAVES — Recognizing the need for more airspace, the FCC is considering opening up VHF channels 79 and 80 to commercial and noncommercial use. Their idea is for commercial boats to use the frequencies during the week, while us weekend warriors would get them Saturday and Sunday.

CALIFORNIA — Salmon season opened last month, and we're not talking about the Ayatollah's "contract" on Muslim authors. This is the real thing, and they are still one of the favorite fighting and eating fish of all anglers. They're not hard to catch from sailboats, either. Check out what you need at your local fish and bait, and don't forget to buy a license.

NOT IN SAN FRANCISCO — That's the word on charges against David Hilger, Captain of the tanker *Golden Gate* when it ran down the fishing boat *Jack Jr.* off Pt. Reyes in 1986. A federal court said Hilger, a resident of Massachusetts, had to be indicted there, and subsequently dismissed charges filed against him in San Francisco. So far, no new charges have been filed. The May, 1986 accident, which occurred in heavy fog, killed three fishermen. The *Golden Gate* didn't even slow down.

CORINTHIAN YACHT CLUB — April 5 is the date and the *Latitude 38* Crew List Party is the event. Open to everyone who has taken part in either the Racing Crew List (March issue) or the Cruising/Daysailing Crew List (April issue) or to anyone interested in taking part. Those whose names appear in either of our published Crew Lists get in free; everybody else pays. Admission is \$5 for those looking to crew on a boat this season; \$1 for boat owners looking for crew. Please note that this will be the only Crew List party this pre-season, so if you want to go sailing, don't miss it! For more on the party and/or the Crew List, see the 1989 Racing Crew List article elsewhere in this issue.

THURSDAY'S CHILD'—AROUND THE HORN IN 80 DAYS

More than anything else, a sense of history pervaded Sunday, February 12, the day *Thursday's Child* glided into San Francisco Bay. And we're not talking passive history, such as noting that the 12th happened to be Honest Abe's 180th birthday. This was active history, driving-of-the-

golden-spike type stuff, happening right before the eyes of the nation. The three tanned, fit, bearded men on the custom 60-ft *Thursday's Child*, but for a brief stop in the Falklands, had been sailing constantly since leaving New York on Thanksgiving Day of last year. They were in pursuit of

history, trying to beat "the last great sailing record": the legendary 1854 run of the American clipper *Flying Cloud* from New York to San Francisco in 89 days, 8 hours.





'THURSDAY'S CHILD'—AROUND



If you don't like crowds, don't try to break this record.

It happened officially a few minutes after noon, as *Thursday's Child* slipped between the buoys off the St. Francis YC. A cannon from the race deck sounded — followed immediately by a cacophony of horns from the 100-boat escort fleet. After 135 years, the new record is 80 days, 20 hours. Warren Luhrs, Lars Bergstrom and Courtney Hazelton had broken *Flying Cloud's* record by more than a week.

It's been a long time coming, and for good reason. For one, this is no "break out the beer, throw up the chute and let's rock and roll" type record. This is 14,500 miles of some of the hardest sailing in the world, where shoreside planning alone takes on the strategic implications of an Apollo Lunar mission. And then there's the "leeward mark", Cape Horn. Now and forever the Mt. Everest of sailing, the Horn had to be rounded the "wrong" way — upwind from east to west. Though equivelant to 2/3 of the way around the globe, most who know consider this passage to be more difficult than a circumnavigation. Nowhere is this better born out than by five tailed attempts by well organized challenges at this record since 1982.

With that in mind, the first question that came into our heads was why, all of a sudden, are no fewer than five separate boats and crews going after this record this year? To figure out at least part of the answer, let's go back for a moment to early 1988, and take a walk down the docks of the Manhattan YC.

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

MYC is located on Maiden Lane at the foot of Wall Street in New York, which as it happens was also the place where the clippers tied up back in the mid 1800s. In late December and early January, club interest and energy is devoted almost entirely to a lithe 60-footer named *BNP/Bank of the West*, and its intrepid skipper, Guy Bernardin. Having recently taken fourth place in the BOC Singlehanded Round the World Race (where the boat raced as *Biscuits Lu*), Guy had now set his sights on beating the clipper record from New York to San Francisco.

When he left, the club traced his daily progress on a huge map. When he rounded the Horn, club members shared in his jubilation. When he lost the boat in heavy going off Chile a few days later, they shared concern for his safety. After he was

found and rescued, they shared in his disappointment. In honor of Guy's attempt, and to bring some order to an increasing amount of interest in beating this record, last summer the Manhattan YC established the "Clipper Challenge Trophy." The trophy itself, a 2-foot sterling silver cup, will henceforth be awarded to the skipper whose boat holds the record. The MYC has also drafted a set of rules for prospective challengers. And talk about ambition: They actually have plans for a race around the Horn to San Francisco in 1992!

Warren Luhrs' motives were more eclectic than trophies or glory. Amid a Grippin' and grinnin' with the Clipper Challenge Cup. The crew also received medals from *Sailing World*, and a lot more.



THE HORN IN 80 DAYS

growing field of foreign challengers, his chief motivation was to be the first to break the record. No matter how long or short that record might stand, the 44-year-old CEO of Florida-based Hunter Marine felt strongly that the oldest American sailing record set by one of the most famous American ships should fall to an American boat and an American skipper.

Luhrs had made plans to sail for the record early last year, but scrapped them when Bernardin took off. Luhrs had sailed against Bernardin in the last BOC, and knew the Frenchman (now a naturalized American living in Rhode Island) to be an excellent sailor. He thought the record was gone. When Bernardin didn't make it, Luhrs began preparations anew for his own challenge.

With his powerful *Thursday's Child* the

natural choice for the boat, his first order of business was finding crew. At first, he planned the trip for only himself and one



Some of the welcoming fleet. Amazingly, there were no major fender-benders.

other crewman, and the obvious choice there was Lars Bergstrom. As well as being a longtime friend and excellent sailor in his own right, Lars, a 54-year-old aeronautical engineer, had designed many of the systems on *Thursday's Child*, including the cantilevered rudder, internal bracing for the mast and the rig itself. (Interestingly, he is also the inventor of the Windex, the masthead wind direction indicator.)

Curiously, the decision to take a third crewman was based on the performance of a new watermaker. Happy with the performance of the Balmar unit, Luhrs decided to add 32-year-old Courtney Hazelton, Hunter Marine's "offshore research captain," and *Thursday's Child's* chief BMW. Courtney also brought a lot of experience to the position, having just won his division in the 1988 CSTAR (Carlsberg Single-handed Trans Atlantic Race) on a Hunter 45 named *Mariko*, after Luhrs' youngest daughter. (In 1984, Luhrs took first monohull to finish honors in the same race — then called the OSTAR — on the just launched *Thursday's Child*. The number 64 currently on the side of the boat is the singlehanded number assigned him for his first OSTAR in 1980, which he raced on his former boat, *Tuesday's Child*.)

Though no official "race" was planned for the 1988-89 Clipper Challenge Cup, it did turn into a spirited competition among the five boats to see who would leave first. Ironically, the two "leaders" that emerged from the pack — three trimarans

and two monohulls — were Luhr's *Thursday's Child* and the irrepressible Guy Bernardin, back with the another *BNP/Bank of the West*. Bernardin was actually a little ahead of the *Thursday's Child* project until a careless truck driver backed his new carbon fiber mast into the side of a building. While Bernardin was in New York resteping the aluminum one that came with the boat, *Thursday's Child* completed major preparations for their departure in Atlantic Highlands, New Jersey. However, their small "lead" evaporated with the forecast for a high that would descend on New York over Thanksgiving, stalling them for at least a week. Or so it seemed.

"We were all sitting around being disappointed when our weather guy, Bob Rice, came down all excited," says Lars Bergstrom. "He said if we left within the next six hours, we'd have good wind for a week or more."

That was what we wanted to hear. We really weren't as ready as we wanted to be, but we just threw the rest of our stuff on the boat and took off," says Lars. Not a publicity seeker, Luhrs kept the departure secret. They cleared the #13 buoy off Sandy Hook at 2130 on November 23, just about the time us West Coasters were digging into the pumpkin pie.

It had begun.

Bob Rice was right. Riding the coat-



'THURSDAY'S CHILD'—AROUND

tails of Tropical Storm Keith, *Thursday's Child* clicked off her best days runs that first week. In fact, the first noon-to-noon



LATITUDE/ROB

was the best of the whole trip: 310 miles, and the mileage never got below 220 a day the whole week. They were glorious miles, too, reaching and running before days of 20 and 30-knot breezes, planing and surfing the boat down cobalt-blue swells with the weather getting warmer

The business end of *Thursday's Child*. Note solar panels, cantilevered rudder.

every day. To Luhrs, it was the best part of the whole trip, though they only gained a paltry 25 miles on *Flying Cloud's* first week's run in 1854.

Bit by bit, however, aided by modern radio communication and weather predictions, they started making up time on the clipper. We obviously don't have the space for a blow-by-blow accounting, but just a random sampling of the high points is enough to get the blood of us armchair "Hornies" pumping. Check it out. . .

Week two: Like *Flying Cloud* more than a century before, *Thursday's Child* lucks out, keeping wind through the unpredictable doldrums around the equator, which they cross December 7. (Gees, this thing is littered with history). In doing so, the first of several minor records falls: the clipper *Great Republic* made the New York to the Equator run in 1856 in 15 1/2 days. *Thursday's Child* betters it by 37 hours.

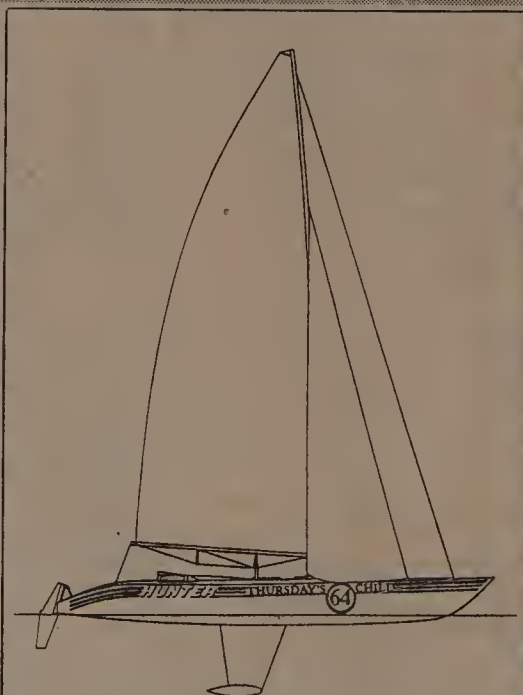
Once around the eastern "hump" of Brazil, though, it's no more Mr. Nice Wind. The breeze clocks to a brisk, chilling Southwester — just the direction they're heading — and the boat starts to labor through heavy seas. Two days after Christmas, with about 300 miles to go to the Horn, *Thursday's Child* flies off a wave at night and comes down on something solid. They never saw what it was, but Courtney notices the bottom, just forward of the forward

BOAT OF THE YEAR

Though launched in 1984, *Thursday's Child* still represents the state of the art in shorthanded sailboats not built to any rating rule. Co-designed by Luhrs, Lars Bergstrom and Paul Lindenberg, the boat was built in Lindenberg's shop in Cocoa, Florida. Bergstrom built the deck in his Sarasota shop.

In essence, the boat was conceived as a "one-hulled multihull" — the rudder and bulb keel are located far back, allowing the light forward sections to plane on or off the wind. The hull is laminated of biaxial kevlar, triaxial E-glass, a 3/4-inch core of Divinycell foam, more E-glass and two final inside layers of unidirectional carbon fiber. Resin in all the layers is vinylester. Total hull thickness at the waterline is about an inch.

Internal bracing is handled by the patented "H-frame" developed by Bergstrom and Lindenberg. It consists of a series of steel pipes and braces welded to the boat and one another at key points. This eliminates the need for internal bulkheads. The result originally gave the boat a cavernous interior, but fore and aft crash bulkheads required for the last BOC now give it a



THURSDAY'S CHILD

LOA — 59' 5"	Draft — 11'
LWL — 52' 2"	Disp (empty) — 16,500 lbs.
Beam — 14' 8"	Sail Area — 1,388 Sq ft

more "normal" down-below appearance. It sounds strange, but once you go below, it's easy to see how ingeniously, for example,

the H-frame spreads the load of the mast out over nearly the whole middle third of the boat.

The comforts of home are minimal or absent on *Thursday's Child*. The head is a bucket; the galley, little more than a gimbaled cutting board with a sea-swing "stove" and storage below for all the many types of freeze-dried and other foods they brought along. Primary focus of the boat's interior is the navigation station, also located centrally just below the small companionway. It features a molded "dentist's chair" complete with seat belt, and an array of state of the art electronics. Bunks are simply fold-down pipe berths on either side and personal storage is confined to canvas zipper-bags installed on about every square inch of exposed bulkhead, except for the tanks.

The ballast tanks are fascinating things. There are four of them, two per side, and each can hold 440 gallons. Full, they add 4,400 pounds of righting moment to the boat per side; the equivalent of 20 football players (or about 40 Playmates of the Month. . .) hanging out over the rail. The tanks are filled by means of "scoops" on

THE HORN IN 80 DAYS

crash bulkhead, is oilcanning in and out about 6 inches.

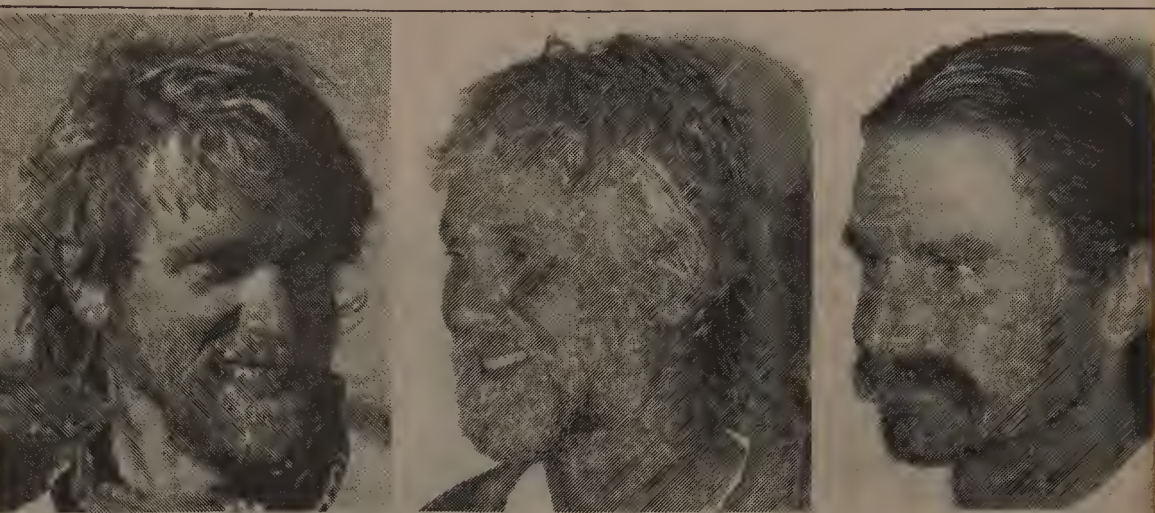
At this point, they're running about 10 days ahead of *Flying Cloud's* schedule, but there was nothing else to do but put in and make repairs. Fortunately, they're only 50-some miles from the Falklands. Through the shoreside grapevine, they arrange to pull into the British Naval Base in East Cove on East Falkland Island.

Serendipity has never been sweeter. The Royal Navy's *Steanna Seaspread*, repair ship for the whole British Navy in the South Atlantic, just happens to be in port, and just happens to have no other jobs going at the time. In nothing flat, they hoist *Thursday's Child* onto the deck, "and about 20 guys spring into action," says Luhrs.

"I've never seen anything like it," he continues, still touched by the incident. "They sent another 20 guys out to get supplies. They went all over the island, knocking on doors at all hours. They even sent a helicopter over to another island. I can't imagine how much one gallon of resin ended up costing, but they didn't charge us anything." At one point, Bergstrom added

the bottom, which will fill them at anything over 6 knots. The tanks are normally used only for reaching or beating, not downwind. To tack, the high-side tanks are first vented to the low-side tanks — a quicker process than "scooping," since gravity is doing all the work — then the boat tacks. Final accoutrements below include the generator (the boat has never had auxiliary propulsion) and the battery banks, both located under the cockpit.

Probably the first of many on-deck oddities to catch the eye is the long, open scoop transom, the sides of which are covered with solar panels. Star of the show back there is the cantilivered, tiller-steered, outboard rudder. Able to swing like a pendulum by means of tackles, it can be set to vertical for maximum control no matter what the angle of the boat. A trim tab allows fingertip and easy autopilot control, and "quick release" lines spring it back to the central position in emergencies (such as the accidental jibe described in the text). To people like us who still take half an hour to line up the pintles and gudgeons on an *El Toro*, the setup looks horribly complicated, but has so far caused



Left to right, Warren Luhrs, Lars Bergstrom and Courtney Hazelton.

later, the Brits even considered sending an F-16 over to Chile to pick up a couple more cans of epoxy. "For some reason," smiles the whitehaired jester of the trio, "they didn't want to go to Argentina."

The repairs cost *Thursday's Child* and crew four days, including a day to let the resin cure. They depart the Falklands on New Year's Day, and once again turn Southwest toward Cape Stiff.

A "passage" of Cape Horn has been considered 50 South to 50 South since before the days of the clippers. And for just as long, an East to West rounding has always been considered the worst stretch of sailing imaginable. There are true instances of sailing ships in the old days battling the

Horn for a month or more, whereupon the master would finally growl "Screw this!" Then he'd turn the ship around and run her all the way around the world the other way to get to his destination.

In modern times, the Horn has been "conquered" by many small boats. Most had the luxury of time, though, able to wait for a benevolent window of weather, and to run back for shelter among the many islands if it suddenly closed.

Thursday's *Child* didn't have either option. They had to take whatever the Horn was in a mood to give when they got there and keep the boat moving. Fortunately, old Cape Stiff was in a good mood on January 4, the day they rounded: The 25 to 40-knot breezes were almost reminiscent of a summer day on the Bay, although the water behaved a little differently. Courtney Hazelton explains:

"The waves all looked about 50 feet, but in reality, probably weren't any bigger than 25. It was the character of the waves that made them so tough, though. For one thing, they were coming from about three different directions, which made them impossible to predict. And they were, well, "square"—very steep and with no back. So you'd just come off the back and fall into the trough. No one could stay in the bunks." For sea room, and to minimize the wave action, they rounded about 60 miles south of the Cape, never seeing the Horn itself.

The weather held pretty much constant until they'd made their westing and turned north. Between the Horn and 50 South on the Pacific side is where three of the previous challengers' boats were lost (and two of the current challengers' damaged — see sidebar), and with 50-knot headwinds, sleet, hail and heavy seas right on the nose, it's not hard to see why. With the freezing blasts bouncing off the Andes, they spend a week clawing their way north up the Chilean coast — as always, sailing conservatively in the bad weather — in the

Luhrs almost no trouble.

Other notable on-deck features are the well-thought-out rivers of lines terminating at banks of winches surrounding the cockpit; the lexan viewing blisters on either side of the low cabin hump; and the rig. Look at that rig! The rig is a development of B&R Master Rigging, Bergstrom's company. It features an externally braced boom (hate to be whacked by that thing in a jibe) and a mast with no permanent backstay. Instead — and reminiscent of the clippers whose record they just broke — the forward loads are carried by large spreaders swept aft. The mast, with a permanent arc in its tip, carries a high-aspect, fully-battened main with four reef points.

All in all, *Thursday's Child* is a brick s_____ house of a boat which could easily turn right around and sail back to New York with no problem. However, Luhrs plans to truck it back to Florida, where it will take second stage to his new boat, another 60-ft Bergstrom collaboration to be named *Hunter's Child*. He'll take delivery about the time this issue hits the streets, and could be breaking new records with it by this summer.

'THURSDAY'S CHILD'—AROUND

process turning in the worst day's run of the trip, only 64 miles.

Back in 1854, *Flying Cloud* smoked up this coast on unusual Southwesterlies, passing the clipper *Archer*, which had left New York a week before. Eerily, it's also along this stretch that *Thursday's Child* loses ground to the same rival, as the ghost of *Flying Cloud* gains back almost two days. But *'Child* toughs it out, making the 50 South to 50 South passage — about 1,500 miles — in a respectable 12 days. They also break another record, knocking three days off the New York to Cape Horn run, also set by *Great Republic* in 1856. A week past the Horn, the wind swings to the Southwest, things start to warm up and dry out again, and *Thursday's Child* begins to make up for lost time. Well, almost. The South Pacific High nabs them for a while, limiting forward progress one day to only 74 miles. At least the weather is nice.

Once past the high, the Southeast trades fill in and it's fun sailing and 200-plus mile days again right up past the equator on January 28. They are six days ahead of *'Cloud's* record.

Again, luck is with them as they keep wind through the doldrums, but then the weather turns to you-know-what. Instead of the expected northeast trades, *Thursday's Child* collides head on with the "Arctic Express." Remember that last month? — the weather system that froze pipes in the Bay Area and dropped snow on Malibu? Fortunately, *Thursday's Child* continued to have some wind coming up our coast, but its strength and direction were constantly changing and unpredictable. Only the cold stayed the same. Where the first few days were the best, Luhrs called

these last few the worst part of the trip. It delayed their planned arrival in San Francisco by a good two days.

Thursday's *Child* arrived at the Golden Gate just after midnight on February 11. You read right. They sailed up to the Golden Gate, nosed under, then tacked back out so as "not to spoil the show."

"I wanted to sail over the line and take our 'unofficial' time then," admits Lars. "And then go back out." (At that, his girlfriend Mary points out, "But no one would have known." Lars just smiles. "I would have known," he says.)

But Warren said no. A lot of people ashore had worked hard on this project, and they deserved to see its completion.

What he wasn't prepared for was the reception they got.

Dawn came clear, windless and, on the water, bumpy. With a 4-knot ebb running and their spinnaker barely filling, it quickly became obvious that *Thursday's Child's* "9-9:30" ETA was going to be off by several hours.

But the faithful who had been following this epic journey in these pages and on the news were undaunted. When we got out to *Thursday's Child* about 9:30, still several miles from the Gate, there were already 15 to 20 boats escorting her. By the time they made Mile Rocks, it was up around 50; the Golden Gate, maybe 70 or 80, including three Coast Guard motor lifeboats, the 90-ft cutter *Cape Romain* and the rainbow-spewing fireboat *Phoenix*. And like we

said, crossing the finish line, *Thursday's Child* was surrounded by upwards of 100 or more boats. It's the biggest fleet we've ever seen greet a sailboat.

After crossing the line — the official finish agreed to by the St. Francis and the Manhattan YCs — *Thursday's Child* continued down past Pier 39 to Blossom Rock. In case anybody challenges the finish, the time can thereby be adjusted; clippers like *Flying Cloud* dropped anchors near Blossom.

It was a good idea. Because the fact is, back in the 19th century, there were no set rules on when a trip officially started and stopped. Some masters timed passages from last dockline cast off to first dockline thrown; some by anchor up to anchor down; some by when they dropped off and picked up pilots. Some included tow time by tugs. The simple truth in this case is that no one knows for sure how or where Captain Josiah Perkins ("Perk") Creesy took *Flying Cloud's* departure or arrival times.

Curiously enough, three weeks before they arrived, *Thursday's Child* was already the subject of a "protest" regarding that very subject.

The protest was lodged by three of the four other challengers. It said that since *Thursdays Child* didn't leave from the starting line prescribed by the Manhattan YC challenge — a line running from the Statue of Liberty to the beacon on the Southern End of Government Island — that the chal-

KEEPING TRACK OF THE PACK

Here's a brief look at the status of the other four competitors vying for the New York to San Francisco record, in chronological order by departure date.

Guy Bernardin — Sailing the 60-ft *BNP/Bank of the West*, the only other monohull (besides *Thursday's Child*) in the challenger "fleet," Guy left New York December 15 and rounded the Horn on or about February 7. The 56-day passage puts him more than a week behind *Flying Cloud* (48 days from NY to the Horn). He encountered a further major delay when horrid weather off Chile — at one point he reported 40-ft waves and wind gusts to 90 knots — began tearing up the boat. With the keel bolts working loose and pumps barely able to keep up with incoming water, he managed to limp into Desolation

Bay, where he was taken under tow by a Chilean Navy boat. He is currently in Puntarenas, Chile, repairing the boat, and intends to resume the voyage as soon as he can.

Anne Liardet — The first woman to try for this record, Anne Liardet and finance-crewman Joseph Le Guen are having their share of problems with their 50-ft trimaran *Finisterre Bregtane*, not the least of which is being passed by Philippe Monnet. They departed New York January 1, and rounded the Horn on Valentine's Day, February 14, which puts them three days ahead of *Flying Cloud* (and even with the former record holder, *Great Republic*). At last word, they were making progress, albeit slow progress, up to 50 South.

Philippe Monnet — One of two single-handers in the group (Bernardin is the oth-

er), Monnet was making terrific time. He departed New York on January 8 and rounded the Horn February 11, a blistering trip of only 34 days — a full two weeks ahead of *Flying Cloud*; 9 days ahead of *Thursday's Child*. Unfortunately, he hit what current speculation has as an iceberg shortly thereafter, holing the outboard ama of his 60-ft trimaran *Elle et Vire*. The poor guy turned back, re-rounded the Horn from West to East, and pulled into Puerto Williams, Chile. After a week of repairs, he is once again back at sea and heading north.

Georgs Kolesnikov — George and crewman Steve Pettingill are having sponsorship problems and have yet to leave New York aboard the 60-ft trimaran *Great American*.

THE HORN IN 80 DAYS



The bottom section repaired in the Falklands. This shot is taken from the forepeak looking aft.

lenge and record should be invalid.

Lars Bergstrom feels that they took their starting time at the historically accurate Sandy Hook buoy. This is borne out by the many other sailing records that feature this New Jersey peninsula as a start or stop point. However, Manhattan YC feels they should have left from the also historically accurate clipper berthing area along Maiden Lane in New York. The agreement worked out was to add two hours for the 12 mile "handicap" (the straight-line distance from Maiden Lane to Atlantic Highlands, New Jersey) *Thursday's Child* had over the other starters. The 80 days, 20 hours reflects that "penalty."

But like we said, Luhrs doesn't care that much about the numbers. In fact, he concedes openly that with the adverse weather, the Falklands delay and "sailing conservatively in the heavy stuff," the threesome left at least a week on the table. He went on to predict that the record could be brought down to about 70 days relatively easily, assuming the right boat and conditions. But he won't try it again. "This trip was hard, much harder than I expected," he said. "And the hardest part of it all was being away from my family" (wife Linda and two young daughters, one of whom learned to walk while he was gone). "I'm looking forward to getting reacquainted."

Though there was no doubt where the spotlight shone that Sunday *Thursday's Child* arrived, Bay Area boaters were up to their usual tricks.

For example, Arne Jonsson wrapped a cold Anchor Steam in a yacht club burgee and tossed it over as *Thursday's Child* sailed under the Gate. As Courtney popped his first brew in 80 days, Jonsson yelled to Lars in Swedish, "The St. Francis wants you to put that burgee up." Lars was glad to comply, adding the white, blue and mostly red burgee to the collection on the starboard shroud. The, ahem, *Encinal* YC burgee was still flying at this writing.

As you might expect, the *Thursday's Child* group had some pretty good stories of their own. Like the fact that there was no heater aboard. "The boat used to have a heater," says Lars, pointing to plugged vent and mounting holes, "but Warren thought 'Cape Horn in summer' — we won't need it." Well, as you might expect, the whole crew was freezing their buns off for a good part of the trip. Adding to the misery was abundant condensation from the ballast tanks that got everything wet and imparted a sort of "scuba locker room" smell to the open, spartan interior of the boat. Like us, Lars is one of those people whose feet are always freezing. He finally found relief, though, by fashioning "socks" out of bubble-wrap, which he said worked great.

The night after sailing out of the Falklands, *Thursday's Child* had an almost embarrassingly close encounter with land. On his watch (they stood 2 hours on, 4 off) Courtney poked his head out of the hatch at night to find that the "cloud bank" he'd seen ahead was actually small Beauchamp Island, barely visible on the margin of the chart. "We came within about half a mile of running right into it," he says.

Courtney also had a brush with eternity that was anything but funny. During the first week of good sailing, while running wing and wing with a poled out #3, the boat jibed accidentally. This is serious enough on any boat, but on *Thursday's Child*, all the water ballast was now to leeward and the cantilevered rudder angled uselessly out of the water. While getting things back under control, a line from the mainsheet tackle wrapped around his neck!

"Warren told me later that he yelled, but I never heard it. We were just jibing back. I threw the line off at the exact second that it went taut. In fact, I still had a hold of it and it almost separated my shoulder. It gave me a good whap!, too, and threw me into a winch. My shoulder and back are still sore."

Reserved and soft spoken compared to his shipmates, Warren didn't talk about himself much. In fact, were it not his boat and his record, we wonder if he would have talked at all. Obviously humbled and uncomfortable with all the attention, it was easy to believe he honestly didn't do any of it for the publicity (though of course his Hunter Marine got plenty). In fact, there was a "realness" about all three men that was nothing short of invigorating after the ridiculous posturing and doublespeak of an event like, say, the last America's Cup. Of particular note were Warren's opening remarks at the press conference immediately following the finish. He didn't mention himself or his crew or his boat. Instead, he paid homage to the iron men who had gone before.

"This is an amazing country that can produce ships like *Flying Cloud* and match them with amazing men like Captain Creevy," he said, going on to note that *Flying Cloud* made not one, but two 89-day voyages from New York to San Francisco (the first was her maiden voyage in 1851). "I and my crew salute that, and we're proud to be part of that history."

Which pretty much sums up our own sentiments about *Thursday's Child* and her crew. Congratulations, Warren, Lars and Courtney, and thanks for bringing a real piece of history back to San Francisco Bay.

— latitude 38/jr

THE TOUGHEST RACE IN THE WORLD — HUNTER WINS!



THE RACE — THE RECORD — from New York to San Francisco around Cape Horn stood for 135 years. Many tried to break it, all failed until Warren Luhrs and Hunter Marine.



TOM BLACKALLER

Comments from Tom Blackaller:

"The design of *Thursday's Child* is extraordinary. There are very few, if any, light maxi ocean racers in the world today that could go through what *Thursday's Child* endured. Just think that the engineering and design team which drafted *Thursday's Child* is also responsible for designing your Hunter."

*Thursday's Child may be seen at Hawthorne's dock
from noon to 3 p.m. Sunday, March 3rd*



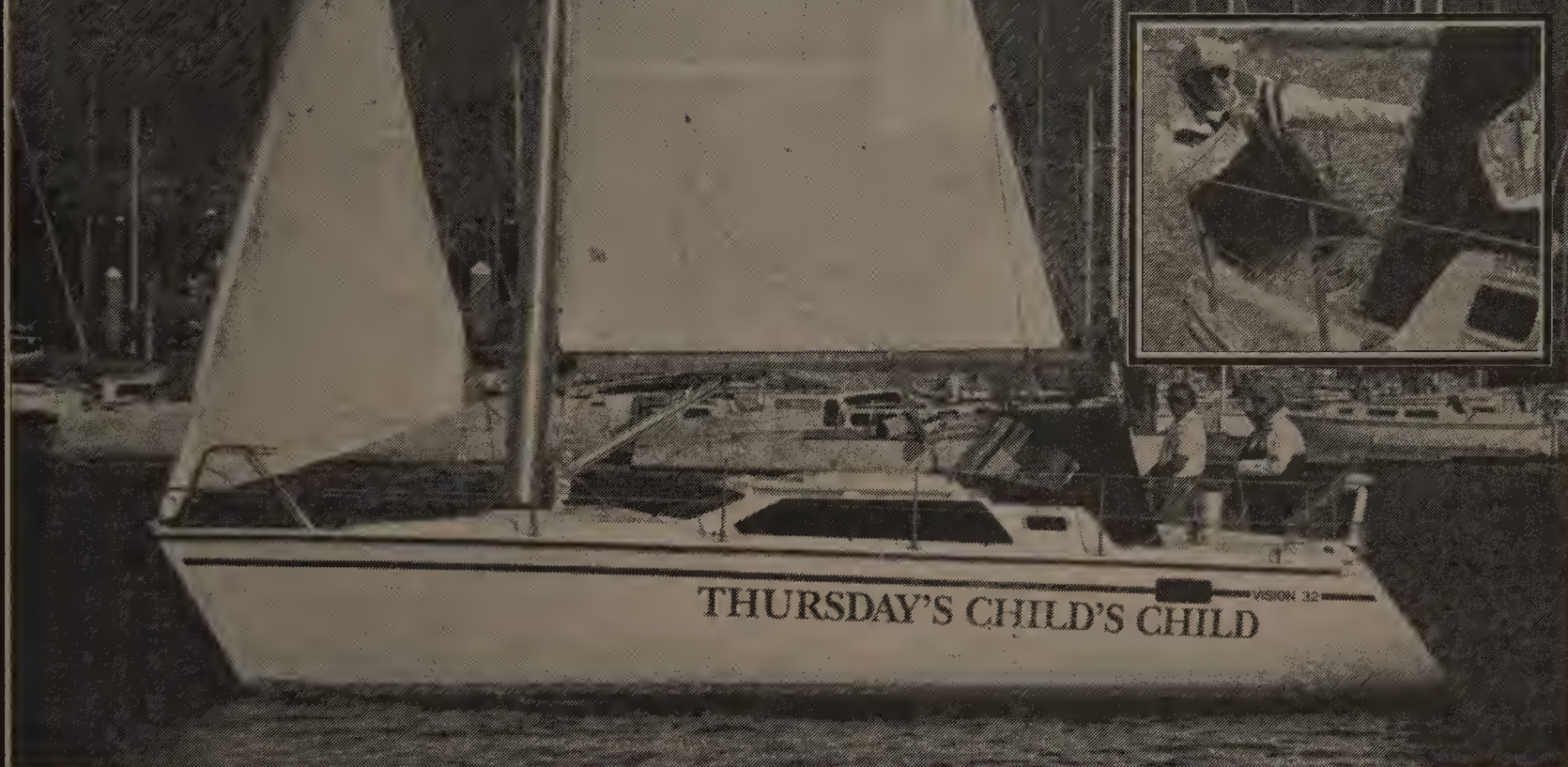
Tradewinds
Sailing Center

on Marina Bay (415) 237-4114

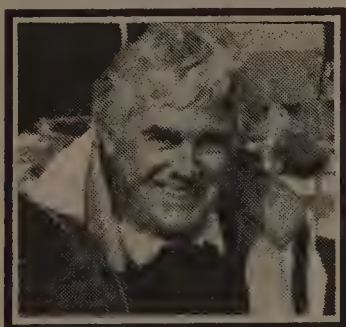
HUNTER 

18.5 • 23 • 26.5
28 • 30 • V32
33.5 • 35.5
37 • 40

THE TOUGHEST CHALLENGE IN THE WORLD — HUNTER WINS (AGAIN)



THE CHALLENGE — Taking what you learn developing and sailing *Thursday's Child* and creating a safe, lively, state-of-the-art family sailboat.



TOM BLACKALLER

Tom Blackaller sailed the Vision 32 on February 15th on San Francisco Bay and made the following comments:

"The Vision 32 is very well balanced and is an excellent sailboat. She has good stability for the Bay, and I like the feel of her helm; the non-stayed mast is very hi-tech approach. The design team has done a great job with the spar. I think it would probably be fun to race since like *Thursday's Child* she can be sailed by one or two people. You'd have to go to a 50-footer to get this kind of interior space."

See the Vision 32 next to *Thursday's Child* at Hawthorne's dock at Marina Bay.

Tradewinds
Sailing Center

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HUNTER

18.5 • 23 • 26.5
28 • 30 • V32
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GETTING TURNED ON

When their trimaran capsized in heavy weather 150 miles southwest of Catalina last year, Joe and Jan DeJulius had time to grab the two items they knew they'd need most to survive — their survival suits and their EPIRB. Though seven fishermen on three different boats perished in the same storm that flipped their 42-ft *Atalanta*, they lived to tell about their experience because of those choices; and because Joe had the forethought to have the EPIRB serviced and calibrated just before the trip.

Much about their story, as with any rescue, was unique. In another sense, though, they were only the latest in a long line of people whose lives have been saved by Emergency Position Indicating Radio Beacons. And they'll not be the last. With advances made in the overall system over the years, and new, more accurate EPIRBs pending FCC approval later this year, 1989 will mark a quantum leap in the safety of offshore sailors.

But you can hardly have such good news without some bad. To understand both, you'll have to endure a short EPIRB history lesson.

In the beginning, the 1970s, there were only ELTs: Emergency Locator Transmitters. They were installed on airplanes and triggered by a severe impact — a crash. By transmitting a "whoop-whoop" signal on 121.5 and/or 243.0 MHz, search planes could home in on the signal and find crash sites much easier than with a purely visual search. This good and relatively inexpensive "electronic insurance" eventually trickled down to the marine industry, where it was activated differently and re-acronymed EPIRB. Even today, the only difference between EPIRBs and ELTs is the way they're activated. The actual guts of the things are the same.

About a decade into the development, somebody got the bright idea of augmenting the system with satellites. After all, with basically line-of-sight transmission capabilities, boaters weren't going to benefit much

600 people's lives have been saved by the COSPAS/SARSAT system.

All the satellites are in polar orbits. To visualize how the system works, imagine the tracks of these satellites as "longitude lines" hovering motionless in space while the Earth turns beneath them. (It's a little more complicated than that, but it took us two tries to pass beginning physics, so give us a break.) When an EPIRB/ELT signal goes off, a satellite bounces that signal to one of six Earth stations. These are located in Illinois, San Francisco, Vladivostok, France, Ottawa and Kodiak, Alaska.

Here's where it starts to get complicated, so bear with us. Because once you understand this part, you'll see why improvements due this year are so significant.

It takes two passes to pinpoint the origination of an EPIRB/ELT signal. This is because of a phenomena called "mirroring." When the satellite picks up a signal, it's displayed as two targets at the receiving station. Most of the time, the second of these is obviously not correct. For example, if a boat were in trouble 50 miles off the coast, the mirror of its EPIRB signal might show up in Omaha. A second pass, either by the same or a different satellite, will usually confirm a position, since the "real" signal will be in the same place, while the mirror will be some other wild, out of the way place. Incidentally, depending on where you are in the world, the time between the first and second passes can be up to 12 hours. As a general rule, the Coast Guard will wait for a third confirmation pass before launching a rescue operation.

Assuming, of course, that a land station picked up the transmissions in the first place. Satellites, you see, are also line-of-sight transmitters. While their altitude allows them to "see" quite a bit, there are places on the globe where no stations are visible. If a satellite picks up an EPIRB sig-

A thrifty fisherman wanting to conserve the batteries turned his EPIRB off at night!

from EPIRBs if no planes were around to hear them. And so was born the COSPAS/SARSAT system, a pre-glasnost collaboration of Russian and American governments to put up, at present, seven satellites. Since it went operational in 1982, more than

nal in one of these "extreme footprints," they'll essentially be firing blanks back to Earth. (Additional satellites to help solve this problem were delayed by the *Challenger* shuttle disaster. With that program back on track, at least one more SARSAT

"bird" will hopefully be going up sometime soon.)

And if that's not enough, the everyday problems with EPIRBs back here on terra firma only add to the confusion. Consider the following:

* Only 3 of every 100 EPIRB transmissions turn out to be actual emergencies. The rest are accidental or malicious activations. They get turned on by kids, cats, boat guests, big toes, store browsers (almost all chandleries have stories of the Coast Guard beating on the door at odd hours) or, in the case of ELTs, simply hard landings. Such electronic cries of "wolf" have cost taxpayers millions for unnecessary searches. Since it is against the law to set off an EPIRB — except for periodic testing — there are fines. But they aren't levied often, and anyway wouldn't begin to make up the loss.

* Owners of EPIRBs are required to carry an FCC license. After all, they are radio transmitters. However, if the device is activated in an actual emergency, the licensing

FCC TX DATA ACR/RLB-15
SERIAL No. 390J N. 29th AVENUE
HOLLYWOOD, FL 33020
ACR ELECTRONICS INC.

TO OPERATE:
1. WITH ANTENNA UPRIGHT, PULL LANYARD PLUG AT BASE OF TRANSMITTER ILLUMINATION ALLOW 20 SECONDS FOR FULL POWER OPERATION LIGHT INDICATES PROPER OPERATION. REINSERT LANYARD PLUG.
TO TEST:
1. UNSCREW TEST SWITCH CAP. PRESS TEST SWITCH AND HOLD. FOR ILLUMINATION ALLOW 20 SECONDS FOR RELEASE TEST SWITCH AND RESTORE CAP TIGHTLY.

WITH EPIRBs

requirement is waived. In other words, you have to have a license to operate an EPIRB, but it's illegal to operate one unless it's an actual emergency, in which case you don't need a license. This is why no one gets licenses for them.

* Some EPIRBs are hard to service. They are "factory sealed" and must be sent to authorized dealers even to have their batteries changed. Not only does this leave the owner without an EPIRB for a week or more, but the service bill can total more than the unit cost new! At the same time, it's usually less expensive to get an old one renewed than to buy a new one.

* In a real life situation, it's impossible to know if an EPIRB is really working, or when it stops working. You can monitor the little red light all you want, but if there's a loose wire inside or the antenna isn't properly attached, you might as well have a Dust Buster out there in the liferaft for all the good it's going to do. Personally speaking, we've been through enough "re-

"chargeable" shavers, cordless phones and other appliances to never trust a little red light again. If you have your doubts, have your EPIRB checked out before you sail into the sunset.

* Even if they are working, EPIRBs are not idiot-proof. Two true stories, both of which occurred last year, illustrate the point. In the first, a man who had abandoned his boat was found floating by sheer chance. The EPIRB, gripped faithfully in his hand, still had the battery taped to the side of it as it came packed in the box. In another instance, a thrifty fisherman wanting to conserve the batteries turned his EPIRB off at night! The Coast Guard finally found him, too — during the day. Both anecdotes are worth a chuckle, as they both had happy endings. Who knows how many real emergencies might not have because owners didn't understand how EPIRBs worked?

* Some of the classifications don't make sense. True, that's not something most people are going to lose a lot of sleep over, but it sure makes writing about them confusing. Basically, recreational boaters need only be concerned with the Class A, B and C EPIRBs. Like ELTs, Class A and B EPIRBs often have the exact same innards; the only difference is the way they turn on. Class A units, required for commercial shipping and fishing boats, turn on either manually or by floating free of their brack-

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WITH EPIRBs

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GETTING TURNED ON

ets. Class B units, the EPIRBs for the masses, turn on manually only. There are currently two "types" of Class B's: the regular, bracket-mounted units, and the newer, compact "mini B" that's become popular as a "personal" EPIRB that can be attached to heavy weather clothing or liferafts. Class C EPIRBs, not used much on the West Coast, transmit alternately on VHF channels 15 and 16 — a one-second bleep on 16, followed by a 15-second homing signal on channel 15, over and over. They are mainly intended for use on inland waters and are not able to be picked up by satellites.

But just so you know, while researching this story, we also ran into a reference for "Class S" EPIRBs, which nobody we talked to had ever heard of; and "Category" I and II EPIRBs. The closest guess anyone could manage on this one is that Category I refers to all classes of EPIRBs now in use; Category II refers to the next generation. We'll bleep to that.

If that assumption is correct, II's the charm as far as EPIRBs are concerned. The next generation of EPIRBs have none of the drawbacks, all of the advantages — and then some — of the current devices. Nicknamed the "406"s because their main transmission is on the 406.025 MHz band, these nifty little numbers are digitally tuned, which makes their frequency stability up to 25,000 times greater than the old (read "current") EPIRBs. Another great feature is the "storability" of their signal. If a satellite out of visual range of an Earth station picks up a 406 signal, it will automatically store that signal until it can see a station. Then it transmits. The 406 EPIRBs are also built with individual "signatures." If buyers take the time to fill out the appropriate forms and send them in, whenever that EPIRB goes off, data such as boat type, owner, shoreside contact and so on will automatically flash up on a computer screen. Top of the line models will even have coded buttons to allow boaters to punch in the nature of their distress, be it damage, fire, injury on board or whatever.

Most 406s will also transmit on either 121.5 and/or 243.0, enabling the same easy detection and location by aircraft as before. (Just to clear up this point, since every time the subject comes up we hear something different: On over-water commercial flights, monitoring of 121.5 is voluntary — not required. We've heard that "few" planes monitor the frequency; yet the Coast Guard reports that commercial airliners, not satellites, are often the first to report EPIRB signals.)

But like we said, where there's good,

there's bad, and in this case, there's ugly. The bad news about the 406s is that they aren't yet available in the U.S. The ugly is that they will retail at \$2,000 to \$5,000, depending on the number of bells and whistles added to the stock unit. Once the paramedics revive you from that news, you'll probably do what we plan on: just hang on to the old EPIRB and hope you never have to use it, thanks anyway.

Actually, price is one of the reasons the 406s are not yet available here, though they've been sold in Europe for the past several years. You see, once they get FCC approval, commercial ships and fishermen will gradually be phased out of the old EPIRBs and required to replace them with 406s. With the units so expensive, we can hardly blame those groups for lobbying against them. Whatever the justice of it, though, most industry types feel 406s will be approved and on store shelves by late summer.

The whole EPIRB-COMPAS/SARSAT thing is still a little new to deserve more than casual mention in Chapman's (at least our copy) or any but the latest "how to" sailing books, so we've compiled a few tips



Switches on most EPIRBs are recessed and covered to prevent accidental activation. Still, only 3% of activations are real emergencies.

of our own that may help you out one day if you ever need to use one.

* For starters, if yours is an old model, take or send it to an authorized shop and spend the bucks needed to bring it up to snuff. All the good advice in the world won't help if the thing doesn't work in the

FALLING ON DEAF EARS?

While researching this article, we received some fascinating — and at the same time, potentially horrendous — information from reader Ralph Harding. His son, a flyer up in Alaska, forwarded three copies of a monthly newspaper/magazine called *Air Alaska* to Ralph, who loaned them to us. In the January, February and March 1988 issues, columnist Kent Lee Woodman discusses a problem with ELTs that could very well also affect EPIRBs. The problem, as Woodman puts it, is that "The original design for ELTs and EPIRBs was planned for low-flying aircraft and ships in the search mode. They are pretty much acceptable for this purpose only. As satellite capabilities came on line, somehow the specs for the beacons did not keep up with the technology available..."

In 1987, while touring the state doing free clinics and workshops, the Alaskan Aviation Safety Foundation found that as many as 50 percent of the ELTs tested failed a spectrum coherency test. In other words, "the ability of one's ELT to produce a certain quality signal, one that is stable on frequency and which produces a goodly

portion of its power on frequency" was absent. "Obviously," he continued, "if the thing is off frequency, it will introduce a frequency shift error that the satellite will relay as an error in location. If it's far off enough, the satellite *will not even pick up the signal!* This is called a "noncoherent" ELT signal." (see diagrams)

Woodman goes on to say that government officials have known about this problem for years, and even came out with directives to require manufacturers to put more "accurate" transmitters in their products (for EPIRBs, this is Section 80.1053 (a) (8) of the FCC rules). Trouble was (is?) that the directives only apply to new designs.

We weren't able to get anywhere with tracking this one down for EPIRBs. No one locally has heard of the problem, or at least wasn't admitting it. A representative of a major manufacturer assured us that there were some noncoherency problems when the satellite system became operational, but that once they learned about it, the big companies voluntarily upgraded all units coming out of their factories. "We're

first place. If you're buying a new unit, we'd suggest opting for, if not the most expensive model, at least an EPIRB made by a known, established company. A good Class B unit will run you about \$250 to \$350. Recreational sailors can buy Class A EPIRBs, but unless you're really hooked on that float-free activation feature, we wouldn't spend the extra \$100 to \$200 for one. Also, before you shop, flip through the last few issues of the Coast Guard's monthly Local Notice to Mariners. NASA plays watchdog to the EPIRB industry and periodically publishes the manufacturers and model numbers of new units that don't transmit up to specs in the LNM. (See sidebar.)

* EPIRBs should be mounted where they are readily and quickly accessible. That usually means right beside the companionway, even if the orange color clashes with the curtains and you have to reach around it to get at your binoculars. One trimaran we know of has two EPIRBs — one near the main hatch, the other near a lexan "escape hatch" near the waterline of the main hull. If the boat capsizes, that's the way out and the EPIRB is ready to go. Due to an incident a few years ago, we'd rec-

ommend against packing an EPIRB with your liferaft. It's too hard to do periodic checks.

and turn the EPIRB on near the antenna. You should hear the "whoop-whoop" pretty clearly. If you don't hear it, don't trust it.

* If you do have to use an EPIRB, don't turn it off at night. The satellites don't sleep and neither does the Coast Guard. With a

Top of the line models will even allow boaters to punch in the nature of their distress.

* Read the bloody instructions, even if they do permanently cure your insomnia.

* Test the unit periodically. Manufacturers recommend every 60 to 90 days. Testing is legal only during the first five minutes of each hour, and then for only three sweeps of the audio tone or one second, whichever is longer. If you've got a personal pact with the almighty to look out for your butt, you can just turn the thing on and watch for three blinks of the light. A better test is to turn on a radio — the one in your car will do fine — tune it to a "null" (in between stations so Led Zeppelin doesn't drown it out) on either AM or FM,

good battery, an EPIRB can run for almost a week. (Mini-Bs are only good for about 48 hours.)

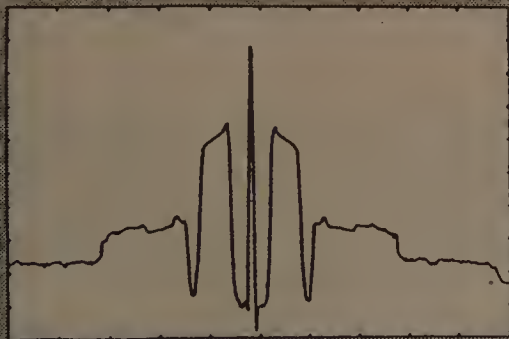
* Finally, remember that an EPIRB is only one link in the chain to survival and rescue at sea. It won't do you much good if your boat sinks and you don't have a life-raft, survival suit and other gear. On the other hand, the EPIRB should definitely be one of the first things you grab if you're getting off for good. (If you have time, always try to put out a Mayday on the boat's VHF, Ham or sideband radio before deploying an EPIRB. Until the new 406 units come into widespread use, EPIRBs are dumb machines that can't tell rescuers anything but what direction to look.)

The Coast Guard also points out that some visual signal is usually needed to aid SAR (search and rescue) pilots in pinpointing boaters, especially in adverse conditions or at night. They can track an EPIRB transmission like a train on rails — in most of the stories we've done on such rescues, people say the jets or helicopters flew directly over them on the first pass — but once they get near, they need visual help: flares, smoke, strobes, anything like that. (Among all the other doodads, many of the new 406 units will come equipped with built-in strobes.)

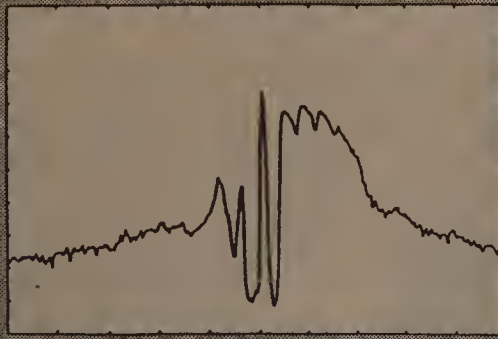
An EPIRB can't do it all, but if it's in good working order and the man upstairs doesn't throw you a curve ball, it can do enough. At present, there are still a few bugs in the system, but the way things are going, we wouldn't be surprised to see future EPIRBs include "bugwhackers" on the list of options. Price will be a major stumbling block with the newer units, but a few years of R&D should give us poor folks the same chances for rescue as everybody else.

It's a brave new world out there — and fast becoming a safer one, too.

—latitude/jr



Examples of 121.5 MHz ELT transmissions show a clear, coherent signal (above), and...



...a non-coherent signal. Notice how the "side carrier" has absorbed much of the power from the main signal.

in the business of saving lives, not wasting them," he said. He went on to assure us that nowadays, if an EPIRB bears an FCC sticker, it is reliable. Incidentally, because they are digitally tuned to a high degree of accuracy, the soon-to-be-released 406 EPIRBs don't have spectrum coherency problems.

All of which begs the question, what if you have an "old" EPIRB (in this case, that's anything older than about three years)? Can it communicate with a satellite accurately? At all? We wish we knew. The only way to tell is put the thing on a "spec-

trum analyzer" — a scope — and watch its signal. Although we weren't able to locate anyone with such a gizmo, it may just be because we didn't know where to look.

If anyone out there knows more about this, we'd appreciate a chat. Failing that, if you're an electronics nut, have access to a scope and wouldn't mind volunteering a weekend or two to a free-to-the-public "EPIRB wellness" clinic, we'll be glad to give you some free press to announce it.

And we'll definitely be interested in the results.

KEEPING IT LIGHT ON A

Keept it light.
That's the Santa Cruz

Wet Wednesdays in
Santa Cruz are not
about protests; there is

being grim; bummers
must be checked
outside the harbor

air, having a beer,
laughing with old
friends and introducing
non-sailing
acquaintances to mid-
week nautical good
times.

Almost always
well-attended, Wet
Wednesdays attract
between 40 and 80
boats, depending on
the weather and time
of year. Warm, fog free
evenings just before
school adjourns for the
summer draw best. Part
of the reason for the
consistently strong
turnouts is that there's
never a shortage of
crew. This the result of
the Santa Cruz
tradition of bringing
non-sailors along to see
what the fun is all
about. This 'more the
merrier' attitude was
perhaps best
exemplified a few years
ago when Bill Lee

Liquid Sky oozes past the
rabbit.



Smile!

owned *Merlin* and
raced with an
'everybody's welcome'



policy.

There was a period
when the biggest Wet

attitude toward sailboat
displacement — and
their Wet Wednesday
fun races. In both
cases, the community
has been well served.

The success of the
so-called ultra light
displacement boats
(ULDB's) as built by
the likes of Bill Lee,
George Olson, Ron
Moore, Terry Alsberg
and others, is well-
known. Less renowned,
at least outside Santa
Cruz county lines, is
the success of the Wet
Wednesday series.
Success in the sense
that the Santa Cruz
version of Wet
Wednesday is perhaps
one of the purest
embodiments of
pleasure sailing.

Twilight off Santa Cruz.

no race committee. Or
about racking up the
best record; finishes
aren't taken. Or about

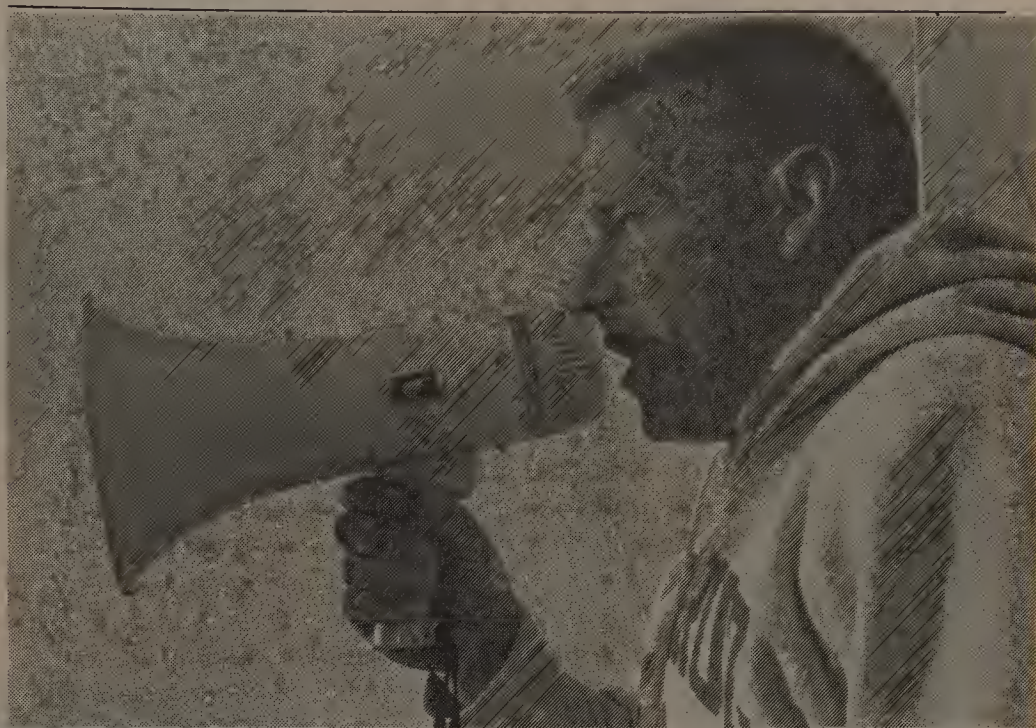
premises. Santa Cruz
Wet Wednesdays are
about moving with the
ocean motion, having
friendly duels with the
boat nearest you,
breathing the fresh salt



SANTA CRUZ WEDNESDAY NIGHT

Wednesday competition seemed to be over who could cram the most people aboard a boat. The unofficial record is on the order of 40 people aboard a 40-footer. Even some of Santa Cruz's wildest and craziest sailors are pleased to see that this particular record-setting mania seems to have subsided before folks learned what Vietnamese and

The typical six to 10 person crews, depending on the size of boat, are perfectly safe as long as everybody knows when to duck the boom and how to keep their fingers from getting caught between the jib sheet and winch drum. Historically, the nice thing about Wet Wednesdays is that you normally don't have to be invited to end up being one of the 6 to 10 people on a boat. Most folks who show up around the hoist a



Pre-race instructions can be as loose as the actual race. on starboard tack and head for the weather mark.

There are some social and tactical advantages to being the rabbit. For not only do you get to say hello to just about everyone in the fleet at close quarters, but it's also impossible to be late for the start or over the line early.

There are, nonetheless, some downside risks, too. You can't, for instance, tack back to starboard



Haitians already know: that it really is possible to overload a boat.

little after 5:00 pm. with beer, chips and a smile are able to catch

A rabbit's-eye view of the start.

a ride. Once you get the first ride, it takes little effort to make connections so you needn't sit on a dock again for the rest of your life.

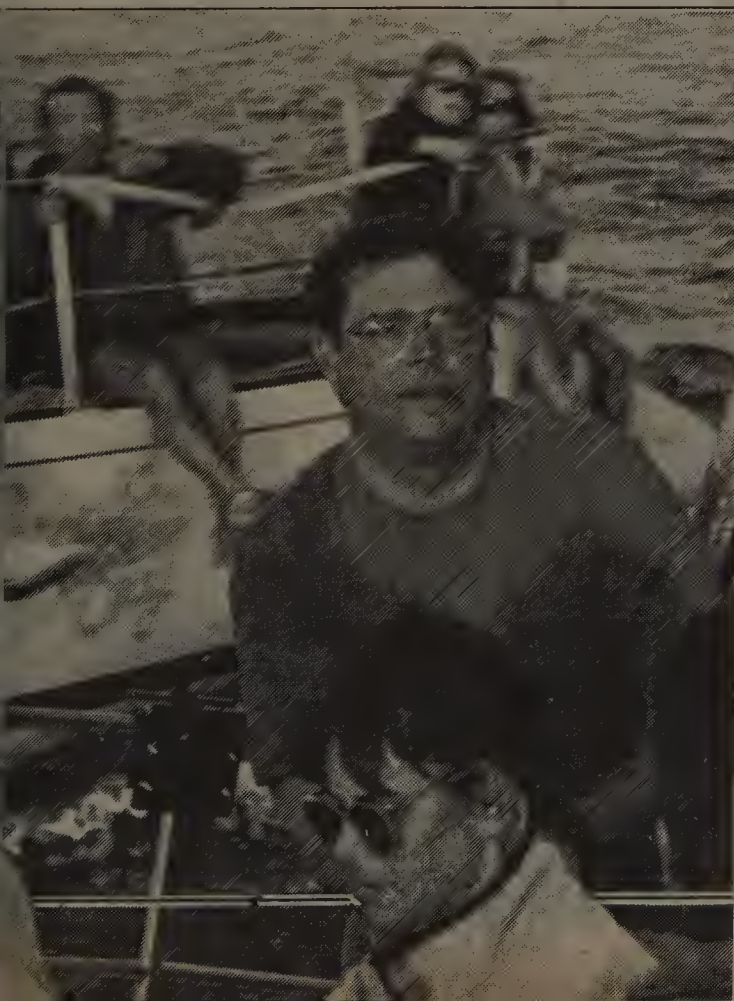
rabbit boat passes a buoy closed-hauled on port tack. The rest of the fleet then starts by taking the rabbit's stern on starboard tack. Only after the entire fleet has passed them is the rabbit free to flop back

Informality is the grease that helps the wheels of fun turn at Wet Wednesdays. Nowhere is this more evident than out on the non-race race course, where what's known as a 'Rabbit Start' is used. The way it works is simple. At a specified time, the so-called



The best seat in the house.

to take advantage of an early windshift until you've passed the entire fleet. More



KEEPING IT LIGHT ON A



Typically crowded start. The SCYC bar gets pretty crowded afterwards, too.

critically, there's mortal danger at the start when the rabbit could more accurately be

described as the sitting duck. The danger comes from sailors who are either too experienced or not experienced enough.

The novice sailors, some of whom are unclear on the rabbit start concept, think that since they're on starboard they have the right-of-way. Naturally this is true — except for the rare exception of a rabbit start.

Fortunately, the rabbit boat has only been involved in a few minor collisions over the years.

Almost worse than the collisions are the scares from the rock stars, who try to see how close they can

The *Windwalker* crew in high concentration mode.



ECLIPSE



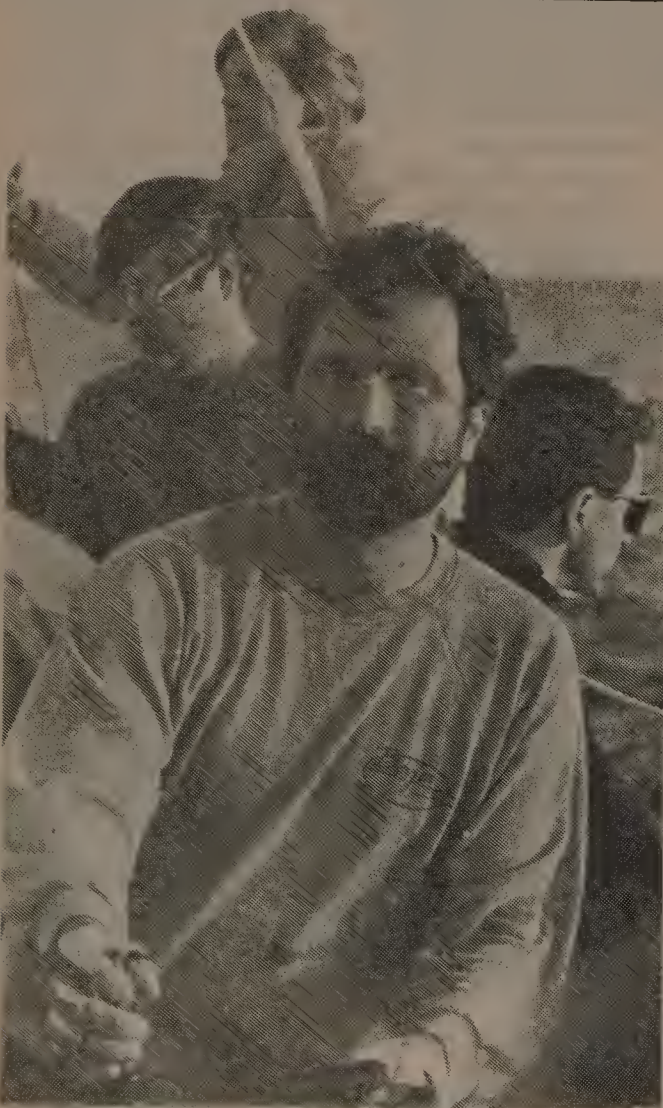
shave the rabbit without actually sinking it. When it's a Moore 24 doing the shaving on Norm Lezin's Gulfstar 40 *Windwalker*, which has served as the rabbit almost every Wednesday for the last several years, there isn't too much concern. But according to Tom Akrop, who sometimes skips *Windwalker* in Norm's absence, it's a different story when a monstrous Santa Cruz 70 takes a bead on the transom at 10 knots.

A year or so ago, one of the 70's gave *Windwalker*'s normally unperturbable crew such a scare that they've taken to dragging a lifejacket 20 feet behind their

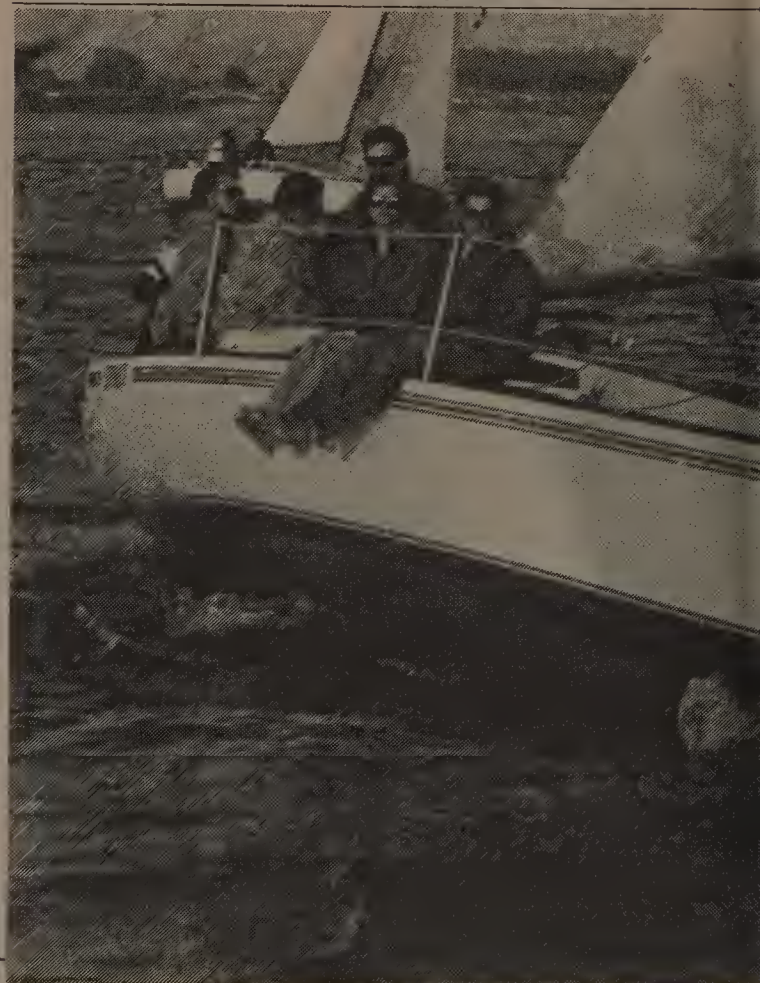
Eclipse's racks are for fun, not torture.

transom. Now instead of clearing *Windwalker*'s stern, the fleet must clear the lifejacket.

Depending on the conditions, which can vary from windy to whispers, races are wet and wild or slow and dry. Bigger boats usually sail the



ALL PHOTOS
LATITUDE/RICHARD

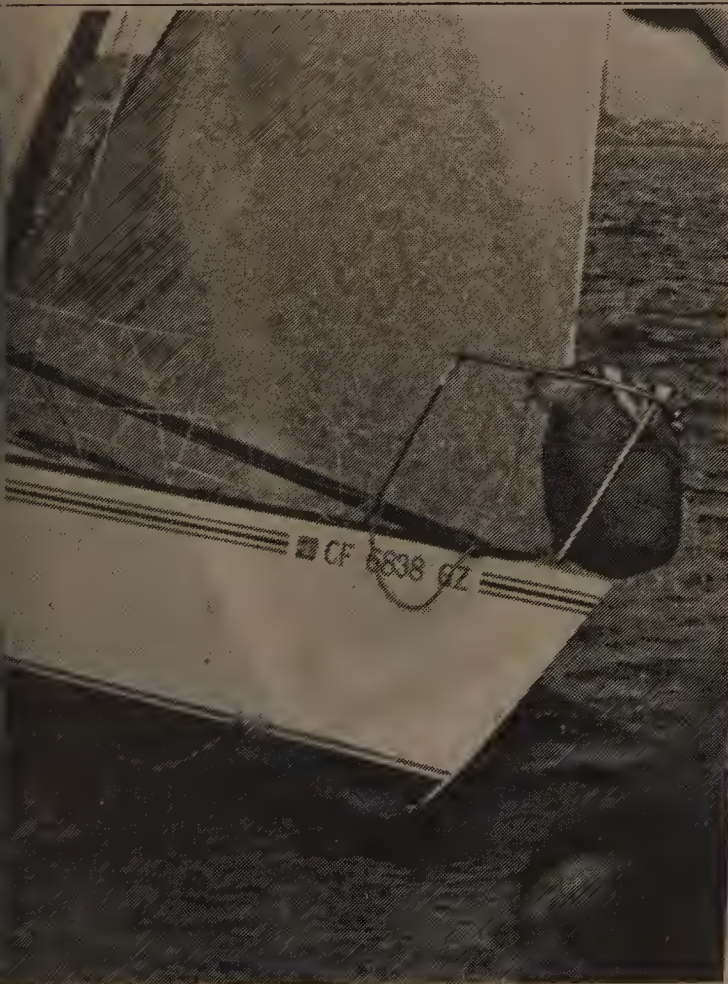


SANTA CRUZ WEDNESDAY NIGHT



indicated course, while some of the smaller, older, or less competitive designs sometimes ignore the last mark and take a shortcut to the finish. Located just inside the

breakwater, the finish line is in full view of all the spectators on the rocks and in the restaurants. A perfect Few things in life are finer than a mid-week evening sail with good friends.



stage for those who have never found theirs.

Dangers are minimal unless the boat you're on is deep draft and cuts the corner on the harbor entrance. During the final Wet Wednesday of 1988, Arch Marez's *Eclipse*, which has already logged time at the bottom of Monterey Bay, almost bought the farm. Her keel got hung up on the bottom just off the tip of the southeast jetty. Light as she is, shifting the weight of her crew — and there was plenty of it — couldn't break the keel free of the bottom. A moderate swell was running, and each succeeding wave put her and her crew closer to injury and destruction on the jagged rocks. A nimble Olson 40, however, succeeding in towing *Eclipse* free just a wave or two before 'The End'.

When the sailing is done, Wet Wednesdays are just half over. The docks crawl with sailors cleaning up boats, hoisting them onto trailers, and catching up on the latest news and gossip. Then it's up to the Santa Cruz YC — one of the few clubs ever built on an oak-studded cliff — for drinks, a BBQ-it-yourself dinner, and socializing.

Breaking the social ice in hang-loose Santa Cruz is nothing to get anxious about. As one thirtysomething male explained it, "Santa Cruz is still small enough to be a little incestuous, so we're all looking for new blood



around here."

"You can say that again," offered a typically confident Santa Cruz woman who appeared to be an acquaintance of the man's.

We don't know if they need new blood in Santa Cruz or not; all we know is that they've clearly got the right stuff to do Wet Wednesdays right.

Hi. Got any extra beers?

Wet Wednesday racing usually begins in Santa Cruz the Wednesday following the start of daylight savings. But since the Santa Cruz YC manager was out of town when we went to press, you'd be wise to call (408) 425-0690 to



The end.

confirm the date of the first race.

— latitude 38

Some Like

the california to mexico

Welcome back to the fourth and final installment of *Latitude's* not-quite-yet world famous "Some Like It Hot" California to Mexico Cruiser's Rally. The rally "officially" ended on February 1, and since our last report, 87 more boats had cruised through Cabo San Lucas and signed up on the wall at Papi's Deli. That brings the grand total of participants in this, the second annual Rally, up to 322 — a good number, but somewhat short of our bold prediction of over 400. Anyway, we're pretty sure that 322 is more than rallied last year, but, in typical fashion, we can't find any records to confirm our suspicions. What else would you expect from the "management" of the world's most laid-back sailing event?

Determined to do better this year with the facts at hand, we downloaded the data on all 322 members of the Class of '88/89 into the office mainframe and demanded that it spew out a profile of the fleet. Here are some of its findings: the smallest boats in the Rally were participant #185, *Tarka*, a "Space Sailor 20" (whoa, pretty cosmic) owned by John Erickson of Idaho, and #136, a

kept track of such things), and even a handful of powerboats.

After many iterations, the computer divulged that the average size boat in the Rally was exactly 42.72 feet long and that 39% of the boats will show up at Isla Partida for Baja Ha-Ha (March 26-April 1). However, when we asked it to analyze where everyone came from and where they were going ultimately, the damned thing overheated and — like a lot of the machines in our office — went belly up right on deadline. Its last words, just for the record, were, "Does not compute. Does not compute. Danger, Will Robinson, danger...."

Maybe the computer was right — it's dangerous to try to generalize about a fleet so diverse and interesting as this year's crop of Hot Ralliers, so we're not even going to try. "Everyone was absolutely great," said Gil, of Papi's Deli, "and everyone had an absolutely great time." We did too, as we followed the Class of '88/89 to Cabo vicariously. We're looking forward to meeting everyone at Race Week, where we'll be handing out the prizes for the Hot Rally.

Once again, the good folks at West Marine Products have generously donated three handheld VHF's as the grand prizes. How the winners of the radios will be determined is anyone's guess now that our computer's crapped out — suffice it to say, your chances of winning are better if you show up for Race Week.

Well, that about wraps it up for this year's Hot Rally. The last installment of cruisers who "liked it hot" follows, listed by boat name, type, owner, homeport and destination:

282. **Cleve**/ 48' ketch/ Tom Lindholm/ Switzerland/ Acapulco.
283. **Compromise II**/ Hunter 28.5/ D. Daly/ Hunt. Bch./ La Paz.
284. **G. Factor**/ Catalina 30/ G. Toton/ Channel Is./ Sea of Cortez.
285. **Menehune**/ Swan 46/ J. Zinsmeyer/ Nwpt. Bch./ Manzanillo.
286. **Teal**/ Wm. Garden 31/ Doug Owen/ SF/ Costa Rica.
287. **Acadia**/ 40 Nauticat/ Charles Broussard/ SF/ Manzanillo.
288. **Sundance**/ sloop/ Brett Ritchie/ Santa Cruz/ Sea of Cortez.
289. **Cannibal**/ cutter/ C. A. Derivas III/ Long Beach/ So. Pacific.
290. **Devotion**/ Cascade 42/ Sam Arn/ San Diego/ San Diego.
291. **Margaritaville**/ Force 50/ Gary Gowen/ Las Vegas/ So. Seas.
292. **Wavelength**/ Magnum 35/ Greg Smith/ Davie, FL/ Acapulco.
293. **Kinguneq**/ Nantucket 38/ Ralph Marsh/ Alaska/ Sea of Cortez.
278. **Doxy**/ Catalina 36/ Ken Graham/ Fullerton/ Puerto Vallarta.
279. **Isis**/ Alberg 35/ Don Stevens/ Juneau, Alaska/ ?
280. **Gavotte**/ Cascade 29/ Don Ferrell/ Portland, OR/ ?
281. **Excitement**/ Fisher 52/ Heinz Kahl/ Long Beach/ Manzanillo.

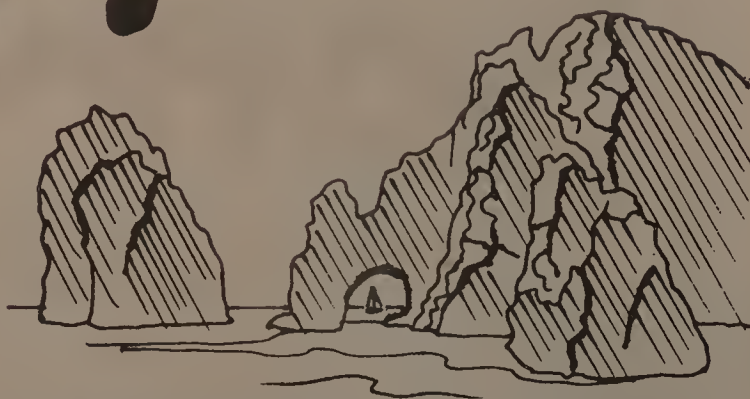


A new sculpture on the edge of town commemorates Cabo's arches.

Flicka 20 named *Volans*, owned by William Tiffany of Seattle. The biggest, and we're pretty sure the oldest (1910) boat in the Rally was #178, *Lene Marie*, the beautiful 103-foot Baltic trader out of Sausalito. In between, there was something old, new, borrowed and blue. Seriously, there was everything from multihulls to sleds like #9, *Citius*, or #18, *Pandemonium* (veterans of the Cabo Race who would be credited with the fastest trips down to coast if we

it's Hot!

cruiser's rally



- 235. **Mt. Pleasant**/ Uniflite 38/ Norm McShea/Long Beach/ Cabo.
- 236. **Kalysaro**/ Horizon 45/ Bob Blount/ Vancouver/ south & west.
- 237. **Pacific Dart**/ Maple Leaf 48/ R. Callard/ Canada/ so. & west.
- 238. **Voyager**/ Cheoy Lee 44/ Bill Wells/ Ventura/ Ft. Lauderdale.
- 239. **Sunrise**/ Cascade 36/ Les Parsons/ Seattle/ Acapulco.
- 240. **Safari**/ Gulfstar 52/ Wayne Deeter/ Chula Vista/ Acapulco.
- 241. **Seaview**/ mtr schooner/ J. Walker/ Manhattan Bch/ Acapulco.
- 242. **Wirraway**/ Tayana 37/ Reg Hogan/ Oxnard/ Sea of Cortez.
- 243. **Moulin Rouge**/ Hans Christian 33/ Dave Pryde/ WA/ Europe.
- 244. **Sea Mith**/ Cascade/ V. Smith/ Eugene/ Socoro Is.
- 245. **Walkabout**/ sail/ Gene Landucci/ San Francisco/ "here".
- 246. **Dauntless**/ Endeavor 32/ Phil Weigand/ SF/ Mainland.
- 247. **Impossible**/ Nautor Swan 441/ Vern Beckwith/ SF/ Mainland.
- 248. **Sweet Dreams**/ Cal 34/ James Seward/ Morro Bay/ Guam.
- 249. **Tangaroa II**/ Dreadnaught/ Joel Hewatt/ SF/ Tahiti.
- 250. **Arjumand**/ US 46/ Ralph McNeil/ Avalon/ Sea of Cortez.
- 251. **Sassaparilla**/ Challenger 32/ Bob McCom/ Portland/ Canal.
- 252. **Snail**/ custom Rawson/ Dale Shirley/ SF/ La Paz.
- 253. **Gwalhir**/ French custom/ Stephen Crow/ SF/ Costa Rica.
- 254. **Morning Light**/ Chesapeake 32/ John Lawler/ WA/ Hawaii.
- 255. **Quo Vadis II**/ 45' cutter/ Cal & Susie Todd/ Canada/ "open".
- 256. **Amadon Light**/ Ericson 31/ Ian Wallace/ Alameda/ "open".
- 257. **Thistle**/ Islander 30/ Duncan McQueen/ Morro Bay/ "open".
- 258. **Chautauqua**/ 28' cutter/ Dick Todd/ Npt Bch/ New Zealand.
- 259. **Kharah**/ 30' Tahite cutter/ Eldon Lawson/ OR/ "open".
- 260. **Intention**/ Crealock 37/ Jim Marco/ SF/ So. Pacific & HI.
- 261. **Silvan II**/ 28' cutter/ D. Pence/ Coronado/ Chesapeake Bay.
- 262. **Wonder**/ Ingrid/ M. Harmon/ Seattle/ Sea of C. & Mainland.
- 263. **Sprig**/ Alberg 35/ Jim Hayes/ San Francisco/ Sea of Cortez.
- 264. **Asia**/ Islander 29/ Reno Haines/ LA/ Puerto Vallarta.
- 265. **Aequanimitas**/ Union Polaris 36/ B. Demott/ HI/ S. of C.
- 266. **Cadence**/ Cal 2-46/ John Bonelli/ Ventura/ Mainland.
- 267. **Southern Cross**/ S. C. 31/ Pat Henry/ SF/ Mainland.
- 268. **Wanderjaar II**/ Peterson 44/ Schultz/ Dana Pt./ Acapulco.
- 269. **Checkmate**/ Columbia 8.3/ J. Davis/ Alameda/ Carib.
- 270. **String of Pearls**/ C & C/ Glen Miller/ SF/ South Pacific.
- 271. **Jadeante**/ Mason 64/ Randy Storstill/ Dana Point/ Mainland.
- 272. **Toucan II**/ Freeport 41/ Jim White/ SF/ Acapulco.
- 273. **Mary T.**/ Cheoy Lee 40/ S. Baardsen/ San Pedro/ Marquesas.
- 274. **Nepenthe**/ C & C 43/ Ayer Tonge/ San Francisco/ Canal.
- 275. **Arc en Ciel**/ Irwin 52/ S. Crane/ Marina del Rey/ Z-town.
- 276. **Windfall**/ Cal Cruz 35/ Robert Bean/ Long Beach/ Z-town.
- 277. **Leisurely Leo**/ Oyster 46' ketch/ Maurice Day/ London/ ?
- 294. **Shun Fan**/ Tayana 37/ James Goldstein/ SF/ Sea of Cortez.
- 295. **Jenny P.**/ Hans Christian 33/ S. Porter/ Alaska/ Manzanillo.

- 296. **Chelsea**/ Dreadnaught/ Mark Larsen/ Alviso/ Sea of Cortez.
- 297. **Pacific Eagle**/ Tayana 37/ S. Blenner/ Seattle/ Sea of Cortez.
- 298. **Moonraker**/ Bristol 24/ Phil Williams/ Toledo, Ohio/ La Paz.
- 299. **Rolig**/ Pacific 38/ W. Bimsfeld/ Half Moon Bay/ Sea of Cortez.
- 300. **Caduceus**/ Spencer 53/ J. Mazzarella/ Seattle/ Sea of Cortez.
- 301. **Vagabond Lady**/ cutter/ Brad Garner/ S.B./ Sea of Cortez.



Some like it hot...

- 302. **Windrose**/ Ingrid 38/ Russ Cochran/ Oakland/ Sea of Cortez.
- 303. **Diligence**/ 32' cutter/ Mike Taylor/ Seattle/ Tampa, FL.
- 304. **Shannonigans**/ 42' ketch/ D. Shannon/ Nwpt.Bch./ Carib.
- 305. **Ranger**/ 103' schooner/ Eddie Weinberg/ LA/ "world".
- 306. **Cornucopia**/ Cal 25/ Rufus Horne/ Long Beach/ circumnav.
- 307. **Phoenix**/ 51' sloop/ Peter Hutton/ Hong Kong/ Caribbean.
- 309. **Vega**/ Cheoy Lee 44/ Michael Price/ Alaska/ Europe.
- 310. **Journey**/ Passport 40/ David Sterling/ LA/ Australia.
- 311. **Fair Winds**/ Rhodes sloop/ Charles Rockwell/ S.B./ west.
- 312. **Kaiolohia**/ HC 38 MK II/ Stephen Hamber/ HI/ circumnav.
- 313. **Condor**/ Formosa 46/ Stu Larsen/ Morro Bay/ Acapulco.
- 314. **Mustard Seed**/ sloop/ Stan Miller/ B.C./ Nova Scotia.
- 315. **Vittoria III**/ K & H 40/ D. Halsey/ Hunt. Hrbr./ La Paz.
- 316. **Night Wind**/ Downeaster 38/ Fred Wood/ LA/ Acapulco.
- 317. **Mallard**/ Roughwater 33/ Merv McCormick/ LA/ Acapulco.
- 318. **Tainui**/ Horizon 35/ Vern Madison/ OR/ Z-town.
- 319. **Steadfast**/ Westsail/ Gary Bennett/ Honolulu/ Manzanillo.
- 320. **Aetheria**/ Peterson 44/ Jack Roberts/ Dana Pt./ Acapulco.
- 321. **Evergreen**/ Albin 34/ Phil Pollak/ Marina del Rey/ Manzanillo.
- 322. **Exotique**/ Hardin 45/ Al Overton/ M. del Rey/ Carib? Med?

1989 RACING

Hard to believe as we once again recover from a painful bout of frostbite and hypothermia — and we haven't even gone outside yet — but the 1989 racing season is right around the corner. So put those snowplows away and shoo off the polar bears: it's time for the 1989 Racing Crew List!

Now before you cruiser/daysailor types roll your eyes and turn the page, here's a bit of trivia you might be interested in. Yeah, we know you aren't interested in getting anywhere in a hurry and all that. We can identify. On the other hand, why pedal a bicycle with one foot? Any boat can be a performer when it's sailed efficiently. And hey, how many days can you cut from passages — or to look



LATITUDE/JR

If you like everything about midwinter racing but the light breezes...

at it two other ways, how much farther will the cruising kitty get you and how many more other places can you visit — by sailing efficiently?

Now we don't care how many self-improvement books are written: if you want to learn how to sail better, you have to do it on the water. We guarantee a season of racing with an experienced skipper and crew will do more for your sailing than any five books you can read. It can also be a heck of a lot of fun.

Of course, racers already know all this, which is why this is always one of the most popular of our Crew Lists.

If you've used the Crew Lists before, you know the drill. If you're a first timer, learning the ropes is a snap. See all those names over there? Those are the names of folks who've been sending in their "vital statistics" for the past two months in the hopes of hooking up with the right boat or crew for the upcoming season. The numbers following each entry indicate the listee's age, phone number, type of boat owned (if applicable) and, finally, what opportunities or skills the person offers or is looking for. Just match the numbers with their meanings in the "Code" boxes and it will all make sense.

You don't need to be listed here to use the Crew List. All you need to do to take part is to call the people in the appropriate category. If the phone interview works out, arrange to "do lunch" or meet at our Crew List Party in April. And always plan to do a few practice sails with the regular crew aboard before the season starts, just to make sure there are no compatibility problems. That's about all there is to it.

However, this is not exactly "976-RACE." For one, our "tolls" have already been collected from those whose names appear here. For another, from here on out, you have to accept the onus of responsibility for your own actions. Everyone whose name appears here did this once already when they filled out their forms. We now ask that everyone who intends to use the Crew List read (or reread) the screened note at the top of the page. Now that we've "read your rights", let's get down to business. When you make your call (s), please keep the following tips in mind.

The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude does not make or imply any guarantee, warranty or recommendation in regard

* It is worse to call before 7 a.m. or after 10 p.m. than it is not to call at all. You will also score less than zero by calling the night or morning before a race. We don't mean to rain on the parade of you impulsive, party animal insomniacs, as long as you do unto others the way they'd like to be done unto.

* As Mark Twain observed, "When in doubt, tell the truth." In other words, don't lie about your qualifications or skill level. If you're not what you claim to be, someone who is can recognize it instantly. Besides, there is just as big a demand for those with less experience, as long as you're willing to learn. Racing is an equal rights employer.

* The above applies to age, too. We urge all skippers and crew to, if not overlook age completely, at least give everybody a chance. The young guys may have a slight edge in the strength and cojones department, but the steady hand and head of maturity also have much to recommend them. Remember, it's a kinder and gentler America nowadays.

* Remember that poster from the '60s: "If you search for love, you'll never find it. Live well, and one day, when you least expect it, love will find you" — or something equally as syrupy. Anyway, it's true that several romances have blossomed among Crew Listees, but none of them began with comments like "Sex is required," which one lady listee (and we suspect many more) was surprised to hear last year. We all yearn for romance in our lives, folks, but please don't use the Crew List to try to find it. This is meant to be for adults who want to sail; let's behave accordingly.

* Realize that signing on a boat for the duration of the YRA (Yacht Racing Association) season means committing yourself for at least two weekends a month through August. If you want to last more than one weekend, you must also show up in timely fashion, in working order and preferably with your own wet-weather gear (unless other arrangements have been made).

* Once again, please acknowledge that *Latitude 38's* role in the Crew List ends on these pages. Don't make any calls until you read and acknowledge the disclaimer we're legally required to run.

Awhile back, we mentioned that the people listed on these pages paid a small advertising fee for the opportunity. In return, they get into the Crew Party for nothing. Simply point out your name to the person at the door and you're in. The rest of you are also invited, but it'll cost you: \$5 for crew, \$1 for boat owners. Please note there is only one Crew List Party this year. It will be held the evening of April 5 at the beautiful Corinthian YC from 6 to 9 p.m. This will be a combination party for the Racing, Cruising and Daysailing Crew Listees, so there should be a good crowd there.

The Crew List Party serves several purposes. It makes a great "neutral ground" to meet people you've tentatively agreed to sail with on the phone; it is a great place in itself to hook up with crew or boats (everybody gets color-coded name tags so you know instantly who's looking for crew or looking for boats); and it's a great excuse to have a little fun and talk boats on a Wednesday night.

If you missed anything, tune in next month when we'll run the Cruising/Daysailing/Chartersharing Crew List. Until then, think summer!

to the character of any of the individuals participating in the Crew List, or the condition of the boats. You must judge those things for yourself.

RACE BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Bill, 48, (415) 474-9202, Ariel 26.....plan 1 / want 1 / for 2.
L. Marovelli, 38, (415) 334-1387, Richmond Yacht Club, Pretorlen 35.....
plan 1,2 / want 1,2 / for 1,2.
Mark Halman, 33, (415) 449-6914, Express 27 Salty Hotel
plan 1 / want 2 / for 2.
Martin Barats, 46, (408) 736-5599, 34-ft Irwin Sloop.....plan 1 / want 1 / for 2.
Tom Carlson, (415) 365-1908 eves, J-35.....plan 1,2 / want 1,2 / for 2.
Daniel W. Benjamin, 39, (415) 443-3213 h or (415) 423-1339 w, Olson 30.....
plan 1 / want 3 / for 2.
Harry Alien, 49, (415) 388-6531, Express 27.....plan 1,3 / want 2,3 / for 2.
Mark, 34, (415) 863-2251, San Francisco, FJ.....plan 1 / want 1 / for 2.
Jim Peterson, 44, (415) 726-5976, Express 27.....plan 1 / want 3 / for 3.
Kerry (The Crew Boss) Myers, 41, 388-6309, J-35.....plan 1 / want 3 / for 3.
Jeff Winkelhake, 41, (415) 420-3202, Beneteau 46.....plan 1,6 / for 1,3 / want 2.
Scott Webster, 29, (408) 296-4053 or (408) 970-6100 ext 5342, 5.5 Columbia Sabre.....
plan 1 / want 1,2 / for 1,2.
John P. Jones, 38, 111 Skyline Terr., Mill Valley, CA 94941, Laser 28.....
plan 1,3 / want 1,2 / for 1,2.
Bob Neal, 44, (707) 746-5553, Jeanneau 32.....Plan 1,2 / want 3 / for 3.
Bob Hickey & Jim Turner, 43, (408) 279-3510 or (408) 2261267, 30-ft C&C.....Plan 1,3,6 / want 1,2 / for 2.

"WANT CREW" CODE

I/we plan to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 5 = Catalina Race (July)

I/we want crew:

- 1 = That will consistently put out 100% for the chance to get experience, and won't complain when cold, wet, bruised and scared silly.
- 2 = With at least a full season racing experience
- 3 = With more than 3 years experience

I/we race:

- 1 = Beer cans, casually for relaxation
- 2 = Pretty seriously. Why else make the effort?
- 3 = Very seriously. I /we don't like to lose.

Timothy S. Giorgi, 25, (408) 258-3840, J-24.....plan 1 / want 1 / for 1,2.
David Sutton, 50, (415) 332-8613, Sausalito, C&C 38.....plan 1 / want 1 / for 1.
Mike ReInath, 34, (408) 694-6680 (work), Folkboat.....plan 1 / want 1 / for 2.
Glen Jones, 47, (415) 922-5231, San Francisco, Ranger 23.....
plan 1 / want 1,2 / for 2.
Chip Edlin, 45, 930-7734, J-24.....want 2 / for 2.
Bob A. Dries, 44, (415) 864-8522, 1250 Masonic Ave., San Francisco, CA 94117, Columbia 36.....plan 1 / want 2 / for 2.

Mike Borgerding, 41, (415) 655-7115, Pearson Triton 28-ft.....
plan 1 / want 1 / for 1,2.
Karl Dake, 34, (415) 525-4136, Catalina 27.....plan 1 / want 1,2,3 / for 2.
Roger M. Miller, 51, (916) 424-8505 or (916) 427-1579, Cal 227.....
plan 1 / want 1 / for 2.
Tim, 33, 236-8345, Haida 26.....plan 1,3 / want 1 / for 1.
Bob Brooks, 51, 23580 Mtn. Charlie Rd., Los Gatos, CA 95030, (408) 353-4729, Freedom 36.....plan 6 / want 1,2 / for 1.
Will Prescott, 43, (415) 759-7188, Merit 25.....plan 1,3 / want 1 / for 2.
Larry Moberly, 41, h: (408) 984-7396/w: (408) 721-4687, Santana 35....
plan 1,2 / want 1,2,3 / for 2.

COUPLES LOOKING FOR RACING CREW

Randy & Ann Broman, 45, (415) 552-6246, Tartan Ten.....plan 1 / want 2 / for 2.

CREW LOOKING FOR RACING BOATS

MEN TO CREW ON A RACING BOAT

Marvin Burke, 47, (415) 892-7793.....
want 1,2,3,4,5 / prefer 2 / exp 3 / will 2,3,4,5,6.
Larry Blanchette, 28, (415) 673-1114.....
want 1,2,3,4 / prefer 1,2 / exp 1 / will 1,2,3,6.
Emmanuel Uren, 53, (415) 552-2860.....
want 1,2 / prefer 2 / exp 3 / will 1,2,4,5,6.
Greg Miller, 35, (916) 983-6018, 104 Bunker Ct. Folsom, CA 95630.....
want 1 / prefer 1,2 / exp 1 / will 1,6.
Frank Lossy, 49+, (415) 527-2293.....want 1 / prefer 1,2 / exp 3 / will 2,4.
Bruce Wooster, 19, Box 13945, Stanford, CA 94309, (415) 324-0720.....
want 3,4 / prefer 2 / exp 1 / will 1,3.
Hurricane Howard, 40, 331-1962, Sausalito.....
want 1,2,3,4 / prefer 2 / exp 2 / will 6.
Art, 60, (408) 729-5902.....want 2 / prefer 2 / exp 2 / will 1.
Gleno, 45, (408) 729-5902.....want 2,3 / prefer 2 / exp 2 / will 1.
Scott Johnston, 37, 3793 North Ridge Dr., Richmond, CA, (415) 262-9313.....want 1 / prefer 1 / exp 1 / will 1,6.
Mike Claytor/Matt Gerrvor, 29/30, 454-5815 or 381-8512, 102 Broadmoore Ave., San Anselmo, CA 94960.....want 3,4 / prefer 2 / exp 2 / will 3,6.
Kurt Keesy, 28, (415) 658-8166.....
want 1,2,3,4,5 / prefer 1,2 / exp 2 / will 1,2,3,6.
Larry Mulvihill, 40, (415) 932-6090 h or (415) 943-4253 w.....
want 1,2,3,4,5 / prefer 1,2 / exp 1 / will 1,2,3,5,6.
Todd Severson, 32, 648-3398, 394 Fair Oaks St., San Francisco, CA 94110.....want 1,2,3,4 / prefer 1,2 / exp 2 / will 1,3,5,6.
Jack Green, 35, (408) 395-1787...wants 1,2,3,4,5 / prefer 2 / has 1 / will 1,2,3,6
Scott Webster, 29, (408) 296-4053 or (408) 970-6100 x5342.....
want 1,2 / prefer 2 / exp 1 / will 1,2,3,6.
Erik G. Marks, 21, S.U. 2907, Williams College, Williamstown, MA 01267, (413) 597-6071.....want 1,2,3,4 / prefer 1 2 / exp 2 / will 1 3,4,6.
Terence Gleeson, 20, (415) 387-8483 (USF).....
want 1,2,4 / prefer 1,2 / exp 1 / will 1,2,3,5.
Herman Moller, 63, (209) 948-3111.....
want 1,2,3,4,5 / prefer 2 / exp 2 / will 1,2,4,5.
Jim Moore, 48, (415) 572-9491.....want 2,3,4,5, / prefer 2 / exp 2 / will 1,2,4,6.
Mark Brant, 30, w: (408) 434-9300 or h: (408) 253-2451.....
want 1,2,4 / prefer 2 / exp 2 / exp 1 / will 6.
Marty Gilmore, 38, 337-8147.....want 1,4 / prefer 1,2 / exp 1 / will 1,2,3,6.
Alexander Kryska, 22, (415) 397-9505 (8-5).....
want 1 / prefer 2 / exp 3 / will 1,2,4,6.
Neil Weintraut, 30, 931-2664, 2640 Greenwich #201, San Francisco.....
want 1,2,3 / prefer 1,2 / exp 2 / will 2,5,6.
Jeff S. Davis, 40, (415) 487-1386 after 5 p.m.....
want 1 / prefer 1,3 / exp 1 / will 1,6.
Ed Rogers, 42, (415) 339-8510.....want 1,2,3,4 / prefer 2 / exp 3 / will 1,2,3,6.
Ted Buchwald/Jack Ricks, 50/60, 350 W 6th St., Reno, NV 89503, (702) 322-4100.....want 3,4,5 / prefer 2 / exp 2 / will 2,6.
Randy Bainbridge, 27, (415) 731-1475, San Francisco.....
want 2,3,4,5 / prefer 2 / exp 2 / will 3,5.
Len Tiemann, 52, (415) 792-1539.....want 1,2 / prefer 2 / exp 3 / will 4,6.
Michael K. Toian, 27, (408) 478-1904.....want 1,2,5 / prefer 2 / exp 2 / will 1,2,3,6.

1989 RACING CREW LIST



...you should love summer racing.

Ray McIntosh, 43, (408) 243-8338.....want 1,2,4 / prefer 1,2 / exp 1 / will 1,2,3,6.
Jeff Van Klompburg, 31, 381-5387.....want 1,2,4 / prefer 1,2 / exp 1 / will 1,2,3,6.
Simon Cooper, 29, 258-9358, San Rafael.....want 1,4 / prefer 2 / exp 2 / will 1,3,6.
Michael Helner, 30, (415) 499-9140.....want 4 / prefer 2 / exp 3 / will 1,2,3,5,6.

"TO CREW" CODE

I/we want to race:

- 1 = Bay
- 2 = Ocean
- 3 = TransPac (July)
- 4 = Catalina Race (July)
- 5 = Mexico (November)

I/we prefer:

- 1 = Boats under 30 feet.
- 2 = Boats over 30 feet.
- 3 = Dinghies

My/our experience is:

- 1 = Little, less than one full season on the Bay.
- 2 = Moderate, 2 full seasons or more, some ocean.
- 3 = Mucho, years and years, bunch of ocean.

I/we will:

- 1 = Help with the bottom, do maintenance — anything!
- 2 = Play boat administrator, go-fer.
- 3 = Go to the masthead to retrieve the halyard at sea.
- 4 = Navigate. I've got lots of experience.
- 5 = Do foredeck. I've got lots of experience.
- 6 = Do grinding. I've got muscle.

Humberto Chacon, 25, San Francisco/Tiburon, 922-7705.....want 1 / prefer 2,3 / exp 2 / will 1,2,3,6.
Michael Brown, 27, h: (415) 825-9519 or w: (415) 674-0667.....want 1,2,4 / prefer 1,2 / exp 1.

Mark, 34, (415) 863-2251, San Francisco.....want 1,2,3,5 / prefer 1,2 / exp 2, will 1,2,3,5,6.
Chris Chapman, 36, 25 Frances Ave., Larkspur, CA 94939, 461-8286.....want 3,4,5 / prefer 1,2 / exp 2 / will 1,3,6.
Bob Vetter, 31, (415) 355-0599.....want 1,2,4 / prefer 2 / exp 2 / will 3,6.
Michael Moore, 26, 991-2614.....want 1,2,4 / prefer 1,2 / exp 2 / will 1,2,3,6.
Don Hamilton, 59, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125.....want 1,2,3,4,5 / prefer 2 / exp 2 / will 1,2,5,6.
Marty Burks, 30, h: (415) 443-6358 or w: (415) 265-6370.....want 1,2,3,4,5 / prefer 2 / exp 3 / will 1,3,4,5,6.
John R. Morris, d: (415) 395-6654 or n: (415) 929-1768.....want 1 / prefer 2 / exp 1 / will 1,2,3.
Erik Menzel, 24, h: (415) 531-4353 or h: (415) 866-5299.....want 1,2 / prefer 1,2 / exp 2 / will 1,3,6.
David S. Legrand, 1755 Limewood Pl., Pittsburg, CA 94565, 439-2196 or 687-4201 ext 308.....want 1,2,3 / prefer 2 / exp 3 / will 3,5,6.
Roger M. Miller, 51, (916) 427-1579, 424-8505.....want 4 / prefer 2 / exp 2 / will 1,6.

WOMEN TO CREW ON A RACING BOAT

Lisa, 29, (415) 668-0420 or (415) 780-5288.....want 1,3,4 / prefer 2 / exp 2 / will 1,2.
Kathleen, 34, P.O. Box 2346, Vallejo, CA 94592, (707) 553-9039.....want 1 / prefer 1,2 / exp 2 / will 1,2,5.
Tina, 26, 653-5158.....want 1,2,3,4,5 / prefer 1,2 / exp 1 / will 1,2,6.
Ann King, P.O. Box 2333, San Francisco, CA 94126, 441-7076.....want 1 / prefer 2 / exp 1 / will 2.
Faye, 60, (408) 729-5902.....want 1,2 / prefer 2 / exp 1 / will 1.
Deborah Dean, 31, 285-7884.....want 1,2,3,4,5 / exp 1 / will 1.
Alexandra Dixon, 33, (415) 563-3036, c/o Yale Club of S.F., P.O. Box 26452, San Francisco, CA 94126.....want 1 / exp 1 / will 1,2.
Peggy, 51, (408) 224-8704.....want 1 / prefer 2 / exp 1 / will 1.
Kathi, 26, 331-8569, P.O. Box 1917, Sausalito, CA 94966.....want 1 / prefer 2 / exp 1 / will 1,2,3.
Kathy, 26, 331-9961.....want 1,3,4,5 / prefer 1,2 / exp 2 / will 1,2,6.
Anne, 40 something, (415) 331-7925.....want 1,2 / exp 1 / will 1,2.
Cathy, 39, 381-5290.....want 1 / prefer 1,2 / exp 1 / will 1,2,6.
Cindy/Evelyn, 33, P.O. Box 127, Pleasanton, CA 94566.....want 1,2,4 / prefer 2 / exp 2 / will 2,5,6.
Ava H., 25, 991-2614.....want 1 / prefer 1,2 / exp 2 / will 1,2,6.
Lynn, 32, 564-2815.....want 1 / prefer 1,2 / exp 1 / will 2.
Diana Altrichter, 30, (415) 686-3066, P.O. Box 6346, Concord, CA 94524.....want 1 / prefer 1,2 / exp 2 / will 1,2,3,5,6.
Cathy, 40, (415) 845-1833.....want 1 / prefer 1,2 / prefer 1,2 / exp 2 / will 1,2,6.
Susan, 33, 983-8896.....want 1,2 / prefer 2 / exp 1 / will 1,2,6.
Rebecca Danskin, 35, (415) 829-4647.....want 2 / prefer 1,2 / exp 2 / will 1,2,5.

You're Invited!

1989 Latitude 38 Crew List Party!



Place:

Corinthian Yacht Club

Date:

April 5th

Time:

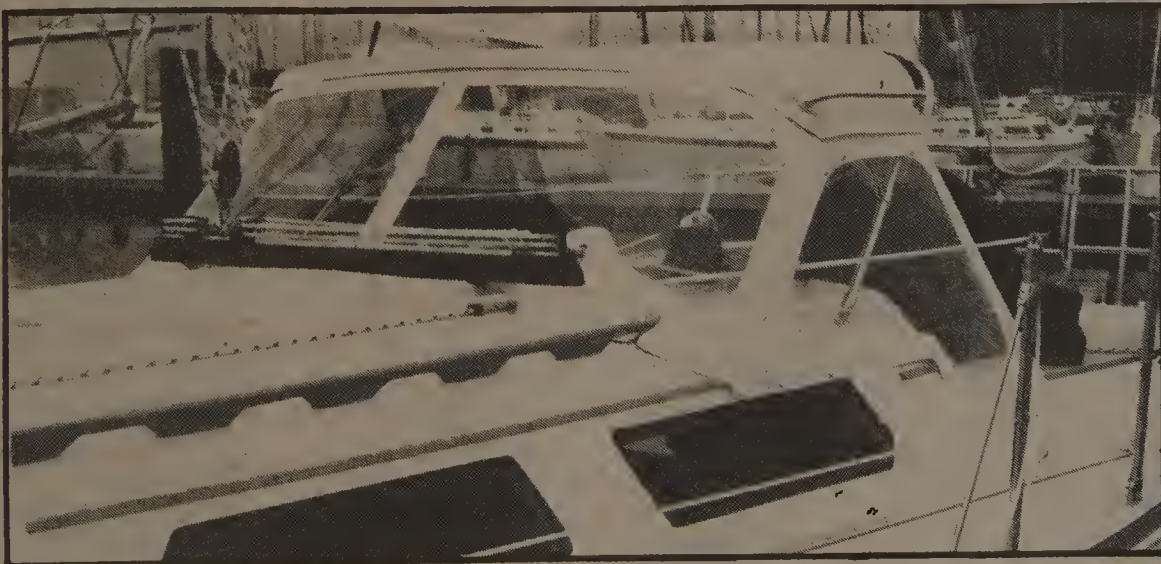
6 pm to 9 pm

*Join Us For
A Good Time!*



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BAY WANDERER.

There are a million addicts in the Naked City. Tragically, the Bay Wanderer is one of them. Most are addicted to destructive substances or nasty habits; everyday stuff like alcohol, drugs and sex. A onetime dabbler in the aforementioned

round trip singlehanded. "He who travels fastest, travels alone," snorted his wife. That settled it for the Wanderer, who decided he



three, the Wanderer is now a sailboat junkie.

Thus when he saw a Cal 25 advertised for \$1950 a year ago, his usually rational mind became clouded with visions of sailing economy class around the Sea of Cortez. Wisely, he did what any addict should; he turned his life over to his "Higher Power". The response from the HP was tough but fair: "All right, all right, you can buy it — as long as you promise this is absolutely the last one!" So the Wanderer, half in obedience to his HP and half compelled by his addiction, did just that.

As broadminded a fellow as the next, the Wanderer likes sailing small boats and likes sailing big oceans. He is not, however, partial to sailing small boats long distances on big oceans — particularly when the 23-year old boat in question comes incomplete without running lights, settee cushions, compass, stove, decent sails, dependable rigging, bulkheads intact or a reliable engine. (What do you want for under \$2,000?) In view of this and the fact the Wanderer also displays some symptoms of being addicted to new adventures, he decided he'd trailer, rather than sail, the little Cal to Mexico.

That the Wanderer hadn't previously so much as trailered a boat across a parking lot caused many of his friends — as well as himself — to question the wisdom of making the rugged 2,500-mile

The Wanderer's kids — grief stricken, as always, to see him leave.

was outta there by the weekend — if not sooner.

Trailering a boat to Mexico isn't as simple as hopping in any old car and dashing down to the 7/11; you need a strong, reliable towing vehicle and a good trailer. A recent model GMC V-8 four-wheel drive Sierra took care of the Wanderer's first need. All the Wanderer had to do was add gas. Lots and lots of gas. The Wanderer was also blessed with an excellent trailer, equipped with the requisite two axles, surge brakes and an anti-sway bar he never used. Once the Wanderer finished scouring Northern California for the correct inner tube for the trailer spare, his wheels were in order.

The test run of the truck/trailer rig was from the boatyard in Richmond to the Wanderer's home in Tiburon's only ghetto. Concerned that the curves of the hull didn't conform exactly to the horizontal trailer braces, the Wanderer hammered scores of wedge-shaped roofing shingles into place until the Cal fit snugly on the trailer. Then he set off across the Richmond Bridge on 'road trials'.

Despite being described as "insensitive" by any number of women, the Wanderer

immediately noticed a big difference in the handling characteristics of the trailer rig compared with his little sports car. It took a lot longer, for example, for the trailer rig to accelerate. More critically, it took a hell of a lot longer for it to brake to a complete stop. He also had to remember to take the corners wide so as not to wrap the ancient Lapworth design around a telephone pole.

Despite driving slowly and carefully, it was a sweaty palm ride over to Tiburon. An inspection in front of the Wanderer's house revealed that every single goddamn shingle he'd carefully wedged between the boat and trailer had fallen out. Discouraged, the Wanderer consoled himself with the knowledge that things could have been worse; he might have been ticketed for littering.

Of even greater concern were the full-length horizontal wood braces on each side of the trailer. If they cracked during the short trip across the Bay — as they had — how could they possibly be expected to last the interminable miles of California freeways and Baja's desolate TransPeninsular highway? Concluding that just as no sailboat is ever completely ready for a long passage, neither could a trailer rig ever be completely ready for the road. So it was that at 9:00 pm. on a Sunday night in February, the Wanderer kissed his



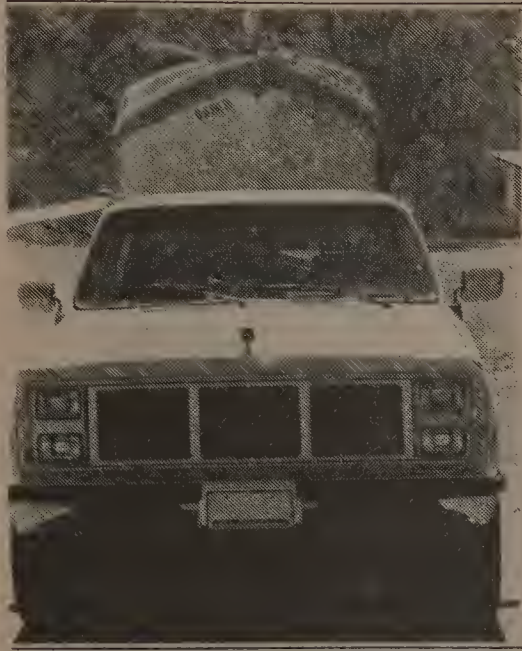
TRUCKIN' TO MEXICO



Oasises are few and far between in Baja.

family goodbye and set sail on an entirely different type of adventure.

Still unfamiliar with towing a trailer, lane changes, clearances and what seemed The "day marker" at right turned out to be a roadside shrine to accident victims. There were five lit candles inside.



Jimmy and Cal, trailerboat couple of the year.

like tremendous speeds, the Wanderer cautiously crept along the freeways to Livermore, Tracy and down the endless straight stretches of Highway 5. Death — or at least some type of horrendous accident — perpetually seemed just a second or two away. But as the hours wore on, the fatigue and interminable straightaways brought a measure of calm.

However, each time the Wanderer began to feel comfortable with towing the heavy load, a new obstacle would present

itself. Eight hours into the trip it was a pre-dawn run up Southern California's notorious Grapevine. The combination of cars doing 80 in the slow lane and burdened trucks doing 15 in the fast lane weren't the only hazards. The weather had turned ugly. A big CalTrans sign at the bottom of the Grapevine warned: "Gale winds in the passes, vehicles with trailers not recommended". Being holed up in a harbor because of gale winds is something the Wanderer can handle; waiting alongside a freeway for better weather isn't. Figuring he'd taken a few knockdowns in the past and thus could surely survive a few more in the future, the Wanderer gritted his teeth and put the pedal to the metal.

By the time the Wanderer was headed down the backside of the the Grapevine to the Big Orange, he was feeling comfortable doing the speed limit. He even began fantasizing that the driving would be a cakewalk — until he and his Sea of Cortez sailing paraphernalia collided head-on with Monday morning rush hour traffic on the L.A. Freeway. There the Wanderer discovered you can't drive defensively with a sailboat in tow; you can only pray.

Traversing Southern California, where the Cal 25 had been born nearly a quarter of a century before, was slow but surprisingly sure. Thus it was just 12 hours into his adventure that the Wanderer found himself at a drive-up insurance agency just north of the border. The Wanderer paid a



BAY WANDERER:



The long and winding road to the Sea of Cortez.

few bucks for the car, trailer and boat insurance, took a last deep breath of filthy but familiar California air — and headed over the border.

Mid-morning Tijuana teemed with activity; millions of workers off to their jobs, billions of uniformed kids off to school, zillions of job-seekers about to sneak across the border to the Promised Land. Mexico seemed like a doubly foreign country to the Wanderer; for not only was it indeed foreign, but by now the Wanderer hadn't slept in 36 hours. Tired, grumpy, and filled with trepidation, he began his long and winding road mantra: "just one more mile, just one more mile, just one more mile". If he could just keep doing "another mile" a thousand times, he'd be there.

The four lane toll road that runs between Tijuana and Ensenada didn't faze the Wanderer. He'd driven it before and knew it wasn't a bad imitation of a U.S. freeway. What concerned him was what the road might be like south of Ensenada, in the real Baja. In retrospect, he should have saved his concern for the city streets of Ensenada. The four lane toll road thinned to two lanes, then one lane, and finally — after a series of incomprehensible detours — into a cul de sac. The Wanderer, who had enough trouble driving his rig forward,



Starboard! (The Wanderer became adept at taking photos out of Jimmy's window at 60 mph.)

was forced to back half way across Ensenada in order to extricate himself from the labyrinth. At a time when he wished to be as inconspicuous as possible, he was stuck dragging a 25-ft sailboat around behind him.

Once having escaped the crowded clutches of Ensenada, the suddenly buoyant Wanderer happily thundered down the far



less travelled two lane road toward some yet-to-be-decided launch site in lower Baja. The jubilant feeling didn't last. Less than 20 miles later he caught a glimpse of a man on the side of the road waving frantically. The Wanderer wouldn't have

considered slowing down save for the fact that man was wearing a badge. It took the Wanderer about 15 minutes to slow the rig to a stop; and, because there was no shoulder or place to turn around, another half an hour to back up all the way to where the man with the badge was waiting.

It turned out to be the Wanderer's lucky day. The man with badge was smiling. He explained that this was the Maneadero check-point, and that he'd merely like the Wanderer to fill out a Tourist Card. That was it; no hard feelings, no bribes, not even a short prison sentence!

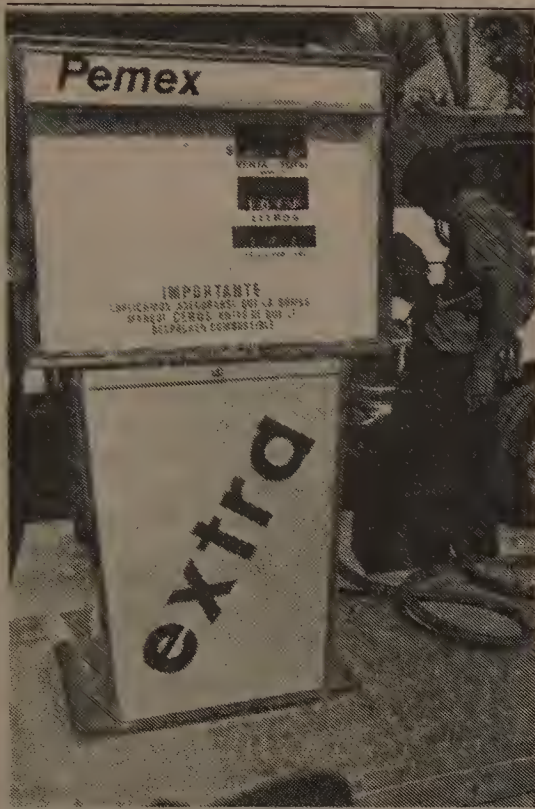
The Wanderer found the countryside just south of Maneadero to be lovely; green hills, farms, open spaces. It reminded him of the dairy country in west Marin. He was lost in the loveliness of it all when he heard a sharp clang and noticed a dark shape shoot off the trailer in his rear view mirror. What the hell could it be? Turning around, he saw whatever it was bound high into the air and off the side of a steep cliff. Then he knew. It could only have been the spare trailer tire, the one he'd scoured creation to find a inner tube for!

Hoping it hadn't crashed through the roof of a farmhouse in the valley several hundred feet below, he searched for a place to pull over or turn around. It was then that the Wanderer learned a truth about the TransPeninsular Highway; if you

The Wanderer never looks back, except this one time. Shoulder? What shoulder?

want to turn around, you have to be patient. Very patient. After 30 miles of driving with no sign of a turnout, a reluctant Wanderer finally waved *vaya con Dios* to his faithless spare, and headed on down the road.

TRUCKIN' TO MEXICO



Only the best for Jimmy, who developed a craving for the premium stuff.

If this wasn't just like shaking out the bugs on a boat at the beginning of a long passage, the Wanderer didn't know what was.

The Wanderer would continue driving non-stop, except for lightning fast food (sold from the back of a station wagon) and fuel stops, to Guerrero Negro, some 468 miles south of Tijuana. To the Wanderer's surprise and delight, the Mexican TransPeninsular Highway proved to be a fine bit of roadway. Far superior, for example, to the residential streets of Mill Valley, California. The pavement was in generally good condition, many of the curves were appropriately banked, and there were sufficient hazard reflectors to warn of genuine dangers. Nonetheless, the Wanderer noted two major defects in the TransPeninsular Highway: 1. the lanes are so skinny they make Twiggy seem like The Refrigerator, and 2. the only shoulders are on the rare pedestrian. TransPeninsular veterans are easy to spot; they never drive with their elbows sticking out the window.

Looking for thrills? The Wanderer now knows you needn't buy a ticket to Thunder Mountain Railroad at Disneyland or the roller coaster at Santa Cruz. Not when you can drive a wide load down the T.P. Highway and see a convoy of overloaded, oversized Mexican trucks barreling toward you at a combined speed of nearly 200 kilometers per hour. With ultra thin lanes being only ten feet wide and there being no shoulder, there is nowhere to hide. The Wanderer knew that just a little twitch by

ALL PHOTOS LATITUDE/BW

any of the passing drivers and it would be all over — except for the little roadside shrine the other driver's family would maintain for eternity.

Many people believe that Catholicism is responsible for the importance religion plays in the culture of Mexico. Catholicism is a factor, certainly, but not as big a one as the highway system. A lifelong agnostic, the Wanderer became a convert before San Quintin.

A chronic slow learner, after passing the first hundred or so trucks and buses, the Wanderer nonetheless stumbled upon one of the tricks of towing wide loads on narrow roads. He discovered that if he steered slightly toward and then away from the opposing traffic, his trailer would first swerve toward the oncoming traffic and then, if he had timed it just right, away from that traffic. The net effect was two-fold; it scared the beejesus out of oncoming traffic, and it afforded a couple of inches extra clearance where it was really needed, when the wide parts of the vehicles passed. Having once discovered this nifty little trick, and having gone many more hours without sleep, the Wanderer's attitude toward oncoming trucks changed from dread to maniacal glee. "Bring 'em on!" he'd holler to himself at the top of his lungs while charging through the desert darkness. He

Even though in an altered state, the Wanderer could see concrete evidence that the narrow, shoulderless road was no imaginary hazard. Strewed along the roadside were all manner of overturned vehicles; cars, pick-ups, trucks and even



The Punta Prieta tow truck.

buses. Driving through a particularly windy part of the Sierra de San Miguel mountains, the Wanderer passed a sedan that had just overturned. The stunned occupants were still trying to figure out if they'd retained all their limbs and faculties. How they would ever make it to the next village for help was beyond the Wanderer,



may have been south of the border, but the fatigue and stress had put his mind north of normal consciousness.

Another roadside attraction: the supertacos stand in San Ignacio.

but they sure weren't worried about it. Twisting the top off a *cerveza*, one of the accident victims waved the Wanderer on.

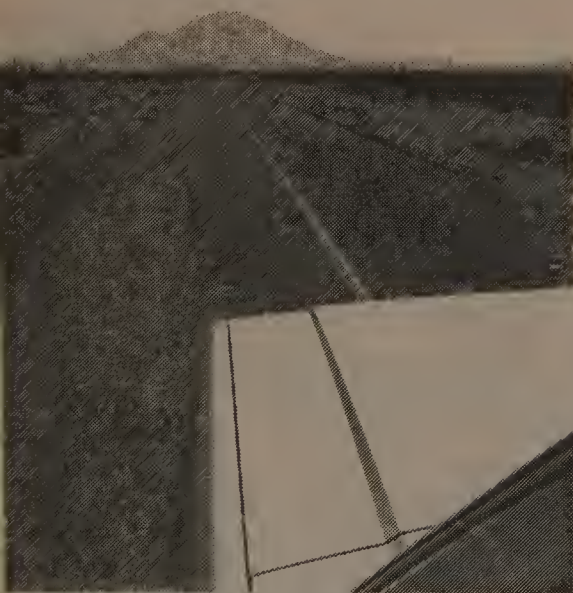
BAY WANDERER:



The copper smelter in Santa Rosalia.

While the Wanderer was equipped with Jack Williams' definitive book, *The Magnificent Peninsula*, he nonetheless did all his navigation from a simple map he'd picked up at the insurance agency. The single sheet map indicated little more than the mileage between towns, the locations of gas stations and an outline of the coast. The beauty of the crude map was that the singlehanded Wanderer could read it while towing a sailboat at 60 miles an hour; consulting William's work would have required stopping, something the fast-moving Wanderer refused to even contemplate.

To the Wanderer's peculiar way of



The Wanderer, who's maybe seen too many *Road Warrior* movies, developed the habit of driving down the middle of the road.

thinking, it was a wonderfully adventurous way to travel because he never knew what to expect. Would the next stretch of road take him through a high desert? a low desert? a windy section? to the Pacific Coast? to the Sea of Cortez coast? . . . everything was a surprise. Once again it

was like sailing; the Wanderer never knew what the topography would be like in an hour.

The map, courtesy of Seguros Tepeyac, S.A., the insurance company, offered a number of hints for surviving the TransPeninsular Highway. Do not speed, do not drive at night, do not drive too much in one day and do not pick up hitch-hikers. Since birth, the Wanderer has had a difficult time accepting rules, and age had done nothing to alleviate the condition. Living within the insurance company's guidelines was beyond his ability.

Having driven non-stop for nearly 18 hours, for example, it seemed to the Wanderer that just another six to eight hours couldn't do any harm. And think how far it would put him down the track! Initially frightened by the admonition not to drive at night, the Wanderer had planned to abide by that rule. But when he accidentally found himself between villages late at night, he had a revelation: since everybody else was too afraid to drive at night, he had the road to himself. And when the rare vehicle did come, its headlights announced it from miles away. If there were only some way to keep the cows and coyotes off the road, it would be the only way to travel the TransPeninsular.

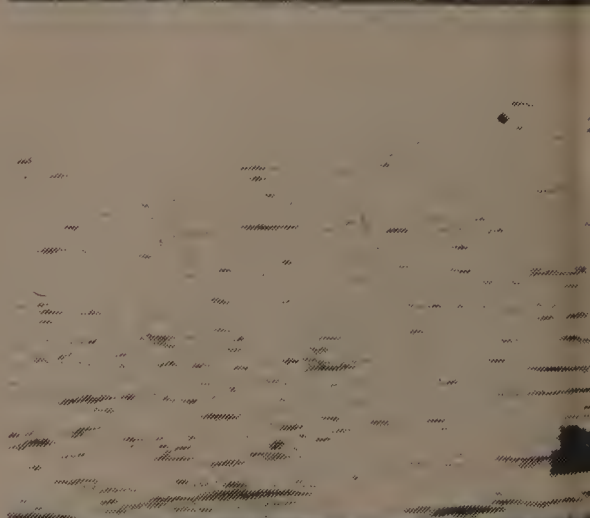
As the miles rolled by, the Wanderer became accustomed to the peculiar sounds and sensations of towing an 8,000-pound load. Perhaps too accustomed. Whereas he started the trip terrified to tow at 45 mph, he found himself approaching Guerrero Negro at 65 to 70 miles an hour. During one straight stretch (the last 100 miles to Guerrero Negro is a straight stretch), the Wanderer hit 80 for the hell of it. Once he calculated how much ground he could cover by pushing the limit, the Wanderer learned that speed also could become addicting. Especially when there's not a cop within hundreds of miles.

But the Wanderer soon learned there

was such a thing as being too cocky behind the wheel as a result of getting strung out on speed. Ridiculously high speed approaches to sharp turns resulted in several 8-wheel skids during which it seemed the trailer would surely whip ahead of the truck and do the towing for a change. "Don't you ever do that again!" the adrenalin-jolted Wanderer would yell at himself. It was a warning that would go unheeded five minutes later. While the Wanderer may have cheated death on this one, he realized it's suicide to speed while trailering a boat through Mexico.

The other problem with driving the TransPeninsular at night, the Wanderer decided, is that you don't get to enjoy the scenery. And that would be a shame, because the drive down Baja is one of the most soulful he's ever made. Indescribably beautiful, if you appreciate the different kind of deserts and don't suffer from a short attention span.

Having taken eight hours sleep at the overpriced La Quinta Hotel outside Guerrero Negro, the Wanderer awoke with renewed spirits early the next morning to



TRUCKIN' TO MEXICO

hit the road without breakfast. The road south of Guerrero Negro predates the TransPeninsular Highway, and it shows. The Wanderer was told that it has a pothole for every cactus in Baja. The Wanderer estimates that there are three or four times as many cacti in Baja as there are grains of sand on the beach. But a fireball of a sun arising from the middle of the roadway blotted out the bumps; the Wanderer was stunned by the powerful beauty of sunrise over the desert.

In Baja Nord, the TransPeninsular Highway often followed the coast and the February temperature wasn't particularly warm. Now in Baja Sur and heading across the peninsula towards the Sea of Cortez, the Wanderer began to feel the heat. The Wanderer also noticed that the 'attractions' came a little more frequently. First, the startling oasis at San Ignacio. Then dramatic Mt. Vizcaino. Then two drops: one out of the high plain and a second out of the windy mountains down to the gorgeous blue waters of the Sea of Cortez. Santa Rosalia, the oasis at Mulege,

End of the road, for the Cal at least. Splashdown in Puerto Escondido.



and Bahia Concepcion were yet to come.

Seeing the familiar and inviting blue waters of the Sea of Cortez made the Wanderer think of just one thing. No, not that. He just wanted to get the little Cal in the water as soon as possible. That, of course, was the problem. Neither the boat nor the trailer were designed for launching. The Wanderer had made the trip down on faith; the faith that somewhere, somehow,

The Wanderer's welder *amigo* cut through the steel trailer as if it were butter.

the mechanically innovative men of Baja would be able to get the boat in the water and put the stick up. Maybe they'd use a crane, maybe a forklift, maybe a deepwater launch ramp; hell, maybe 100 of them would just lift the boat off the trailer and into the water. The way the Wanderer saw



BAY WANDERER:

it, the only real possibilities, because they were the only places with people and equipment, were Santa Rosalia, Mulege, Bahia Concepcion, Puerto Escondido and La Paz.

As fascinating as the old copper smelting town of Santa Rosalia looked, the Wanderer quickly decided launching would take more than an hour and was thus out

think, the Wanderer went back to the launch ramp to measure the water. Then he began to think what would happen if he unhitched the trailer and let it run free down the ramp and into the water. Maybe it would help if he cut the back support off

"When you break all the rules we must take you to jail. Unless, of course, you'd prefer to take care of the fine right here."

of the question. Mulege looked like another possibility, but one that would also take some time. He was getting frustrated. Blown away by the wall to wall RV's at Bahia Concepcion, the Wanderer began placing his hopes on the reported new launch ramp at Puerto Escondido. If that failed he'd have to go all the way to La

Paz, where it surely could be done. The road from Loreto to La Paz offended him; winding back and forth across the Baja Peninsula, the road was nearly twice as long, 230 miles, as the distance the crow flies. Two hundred and thirty miles was a drop in the bucket on this trip, but the Wanderer had had enough of the road.

When he roared into Puerto Escondido in a cloud of dust, things looked promising. There was a new launch ramp, and some folks from Northern California had just launched their 26-ft keel boat. They said if the Wanderer wanted to wait until midnight or noon the next day, he'd probably be able to launch his boat. The Wanderer never likes to wait to get his boat in the water. Spotting a crane, he walked over to where Don Polo's wonderful old *palapa* used to sit. Using a word or two of Spanish and lots of hand gestures, the Wanderer explained to one of the men that he'd like to hire their crane. *Mucho problema*. The crane was broken. In fact, it was there to be repaired.

Having towed the boat 1,250 miles and now being 25 feet short of his goal, the Wanderer was frustrated. More frustrated than he'd ever been except for that time in high school with that tease Jennifer. Oh yeah, and that other time with Leslie!

Purchasing a Corona to help him

each side of the trailer. It would be dicey. There was a good chance that the trailer would slide off the edge of the ramp and get stuck on the rocks — with the boat still sitting on it. The ramp halfway blocked by a disabled trailer with a boat on top would be terrible. Or, the Wanderer thought, would it?

In the vicinity there were several hundred Mexicans; some were helping build the marina, some were with the military base and some were shrimpers. If the Wanderer knew one thing, it was that nothing would be more fun for these locals than to try, without the proper equipment, to get a stuck trailer retrieved and the boat launched. Believing as always that fortune favors the bold, the Wanderer, negotiated a deal with one of the construction men. For \$5 he'd cut the back supports off the trailer. The Mexican did it — and then refused any money. The Wanderer then did the right thing. He bought a couple of six packs for the welder and his buddies. The Wanderer believes in the karma of being good to those who've been good to you. Then with the help of the two guys who'd launched their boat, the Wanderer dropped the little Cal in the water. It got hung up for a couple of seconds, then floated free of the trailer. Nobody had even gotten their feet wet! It would be impossible to ever get the boat back out that way, but the Wanderer had no intention of ever doing that.

Satisfied but exhausted, the Wanderer

The payoff: a month later, the Wanderer got to race the Cal in the Baja Ha-ha.

wandered over to the Tripui Trailer park for a couple more beers and a shower. He then crashed out for the night — and nearly froze to death. A sleeping bag or blankets would have helped.

Chilled to the bone, the Wanderer was up with the sun scheming on how to he would get the rig up. Warmed by the toasty morning sun, he couldn't think of a solution. He'd have to have some kind of crane. Fortunately, he had an old *compadre* in the area who might be able to help out — the welder from the day before. Even though the welder didn't speak any English and the Wanderer is thrifty with his Spanish, it was clear that the welder was delighted to see his *amigo*. After gesturing about the welder's machines and stuff for awhile, the Wanderer, using his hands, explained the problem he faced trying to get his mast up.

Frowning, the welder went into a deep funk. He couldn't think of anything. Pointing to his broken crane, he expressed disappointment. Then the light went on in his head. Shouting a few words in Spanish to his fellow workers, a bunch of them charged off in the direction of the boat. It was like the A-Team, except there were six of them and they were all Mexicans. Standing on the edge of the quay, the Mexicans simply lifted the mast and



TRUCKIN' TO MEXICO

jammed it down on the step. It reminded the Wanderer of photographs he'd seen of the Marines planting the American flag on Mt. Suribachi.

It was a wild scene. Six Mexicans trying to hold up an unsupported mast while teetering on a 25 foot boat — and the Wanderer scrambling around trying to unsnarl the rigging and attach the shrouds. Three or four times it looked as though the Mexicans had lost their leverage and the mast would tumble overboard. But they'd laugh and shout and pretty soon they'd have it almost vertical again. After much hollering and dropping of critical rigging

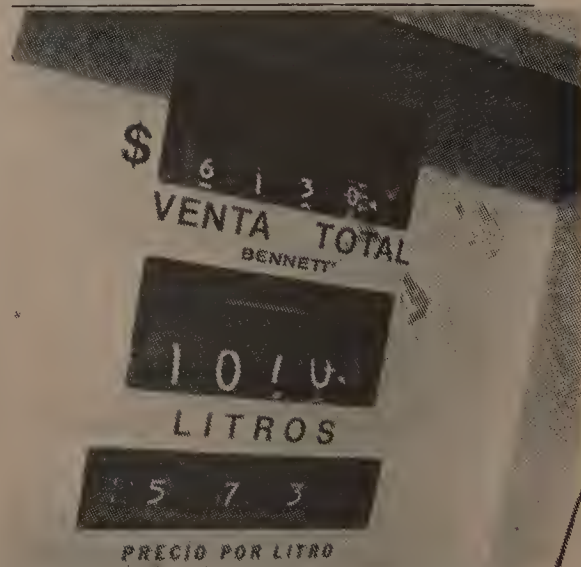
pieces over the side, the mast was secure enough to stand on its own. The Wanderer and his Mexican accomplices all cheered. "God, Mexico is wonderful!", thought the Wanderer to himself.

By noon the Wanderer had the rig as tuned as it was going to get, the boat was relatively ship-shape and was secured with an "ain't-going-nowhere" ground tackle arrangement. Seeing as it was warm, the Wanderer bought a case of cold beer and brought it to his riggers. He'd have liked to take them sailing; heck, he'd liked to have gone sailing himself. But he had to run.

Twenty-nine non-stop hours later, a tired but happy Wanderer pulled back into his Tiburon driveway. It had been a spectacular — and without the weight of the boat — easy trip home. He'd passed through the Maneadero check-point at 3:30 in the morning, and it was closed. Thus there was nobody to ask why he'd gone down with a boat but not come back with one.

In fact, the Wanderer's only snag came at 0400 in Ensenada. Having not seen a traffic light in 14 hours of non-stop desert driving, the Wanderer forgot to stop at a red light. Then, confused by all the buildings and deserted streets, he crossed

over a double-yellow line, then somehow went around the wrong side of a memorial fountain. He hadn't even consumed



We all have our addictions: The Wanderer's hooked on sailing. Jimmy, his faithful land yacht, is hooked on gasoline.

anything stronger than fruit juice!

Nonetheless, there was a flashing red light in his rear view mirror.

"Senor," said the man with a badge, "you have broken *all* the rules."

"Ah, come on," responded the Wanderer, "I've been driving the desert and got a little confused."

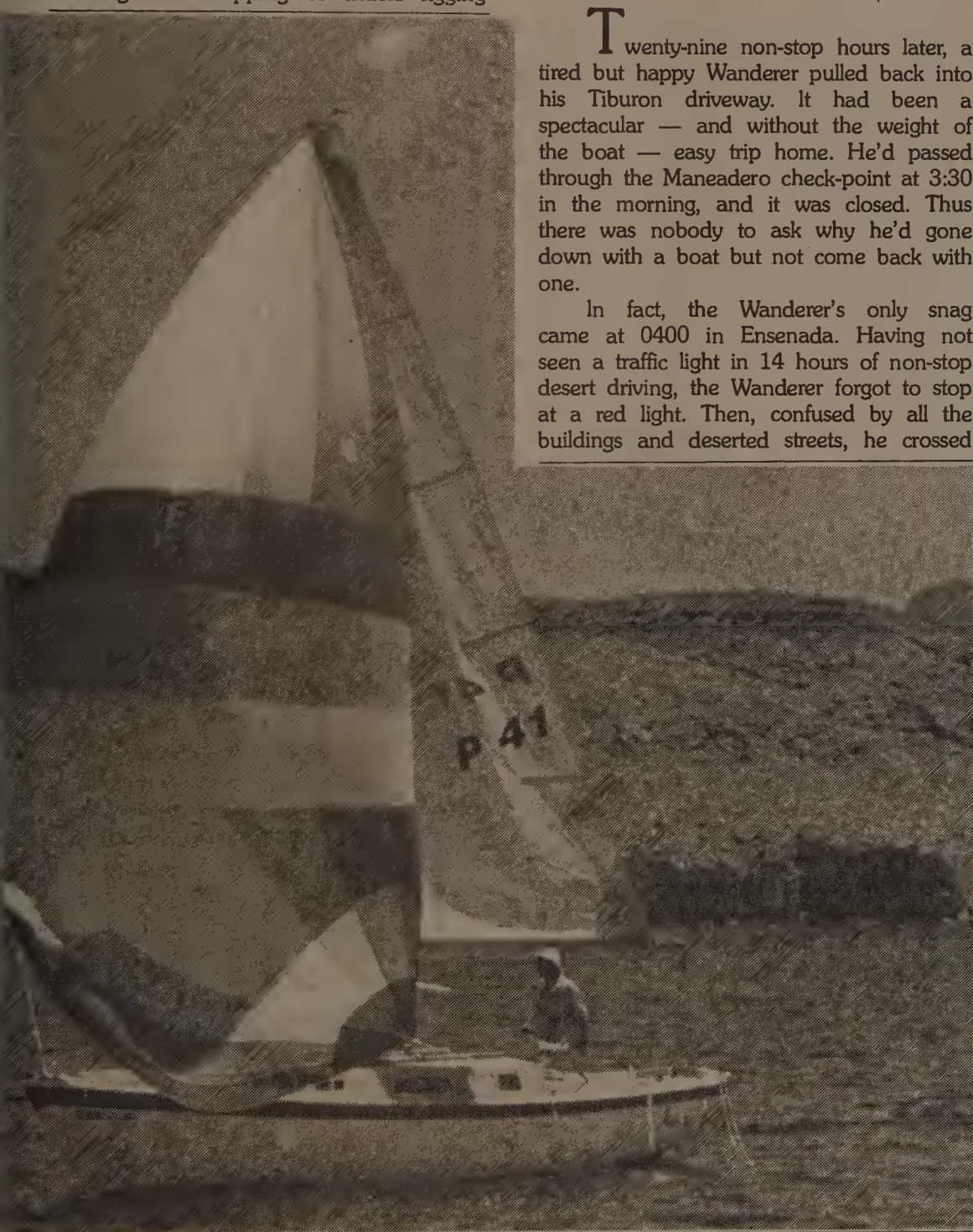
"When you break *all* the rules," explained the officer, "we must take you to jail. Unless, of course, you'd prefer to take care of the fine right here."

The Wanderer explained that he was in a hurry to get back to work and didn't really have time for jail. The officer suggested some sort of sliding scale fine. "Thirty dollars; maybe \$20 — or just \$10 if that's all you have."

Wiped out from the singlehandeding, the Wanderer inexplicably tried to hand the officer \$30.

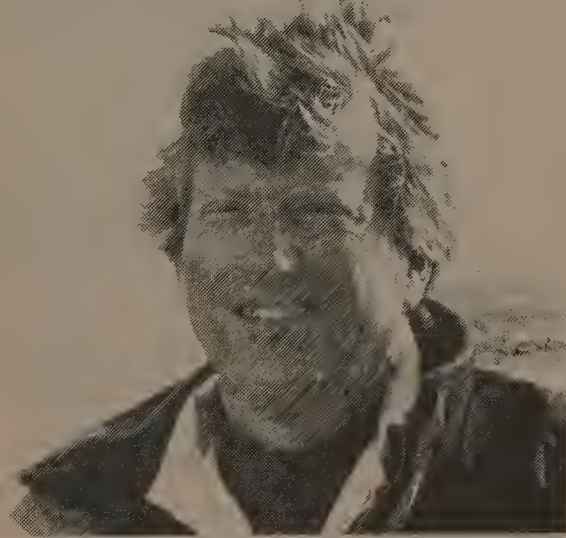
"Not out here in the street!" shouted the surprised officer, who looked at the money as though it were contaminated. He made the Wanderer get back in the car and hand him his registration. *Then*, when other people couldn't see, he took the money.

It had been a long and wild adventure for the Wanderer, who covered nearly 2,500 miles between Sunday night and Thursday evening. He has fond memories of his road trip, and with Baha Ha-Ha right around the corner, he's starting to get the urge to do it again. Could it be the start of yet another addiction?



YOU'RE OK,

So you thought it was safe to get back into cruising and daysailing now that the International Offshore Rule (IOR) has pretty much died off, eh? The only alternative appeared to be the Performance Handicap Rating Formula (PHRF), a non-measurement system by which you are as-



Bartz Schneider.

LATITUDE/ROB

signed a rating based on what often appears to be more black magic than any objective, scientific formula.

Sorry, you aren't getting off that easy. There's a new game in town, one about which you'll be hearing quite a bit this season, called the International Measurement System, or simply IMS.

The decline of IOR has not been hard to trace. San Francisco Bay, which boasted one of the biggest and best fleets in the country for the past decade, has been one of the last areas to see IOR numbers dwindle. If it weren't for the presence of the maxi yachts, which were here for their biennial gathering on the Bay, the 50-footers, and the One Tonners, who had just completed their World Championships, last fall's annual IOR festival, the Big Boat Series, would have been a joke.

But what is the IMS, and how come we haven't heard more about it? The system's beginnings date back to the 1970's and something called the Pratt Project at the Massachusetts Institute of Technology. Professor Jake Kerwin spent a great deal of time there developing velocity prediction programs, or VPPs. Based on hull shape, displacement, sailplan and other factors, VPPs predict how fast a boat, sailed to its potential, will go through the water over a range of wind speeds and points of sail. Obviously, this system requires the resources of a computer to crunch all these numbers and come up with the correct results.

From a yacht racing rule perspective, this information opens some great possibilities. Rules such as the IOR and PHRF assign a single number, either in rated feet for the IOR or seconds per mile for PHRF, to each yacht. No contingency was made for various wind strengths or time spent on different points of sail.

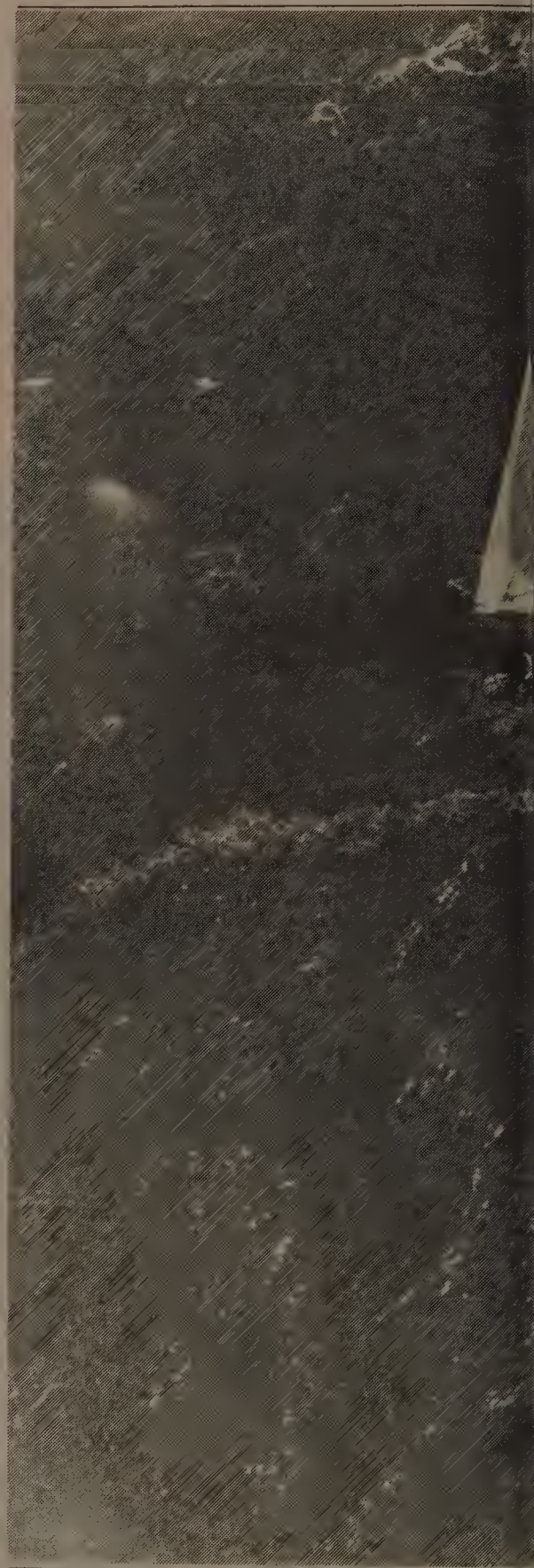
In the case of IOR, designers found loopholes in the rule. For example, bumps in the hull at key measurement points will make a boat appear bigger or heavier than it really is, thereby gaining a rating advantage. "Beating the rule" in IOR became an international challenge for both designers and builders. The high-tech firepower required to slice an extra fraction of rating off your certificate helped push the costs of IOR racing into the stratosphere and out of the reach of most sailors.

PHRF represents the other end of the spectrum, a subjective handicapping system that uses arbitrary numbers assigned by local committees. The system has worked for hundreds of sailors, but for those wishing a more rigorous platform on which to test their skills, it lacks objectivity.

The IMS, on the other hand, offers the possibility of a level playing field, at least for a while. Instead of fitting boats to a specific measurement rule, the IMS theoretically measures each boat against its own maximum speed. No longer can you grouse about how your ratings stinks. Instead, you have to sail up to your speeds as predicted in the VPP. The skipper and crew that meet that goal the best should win.

"Beating the rule" in IOR became an international challenge for both designers and builders."

"The advantage of IMS is that it's presumably equitable," says Dick Horn, one of two local yacht measurers and a proponent of getting IMS going on the Bay. "Boats with cruising gear on board will have a fair rating and can compete in the glamour events. I've got six boats measuring right now for TransPac under IMS and none of them have ever done the race before."



TransPac is not the only west coast event that will feature IMS racing this year. Among the others are the Newport to Cabo San Lucas Race, the Big Daddy at Richmond YC, Berkeley YC's Wheeler Re-



If handicap racing has you going in circles, IMS may be the answer.

gatta and the Stone Cup.

Several unique features of IMS are obvious from the outset. The times it should

take you to sail a course, for example, are actually printed right on your measurement certificate. In 8 knots of wind over a windward/leeward course, for example, the Swan 44 *Paragon of Virtue* should average a speed of 894.0 seconds per mile. (See

certificate.) In 16 knots of breeze, *Paragon* should average 602.1 seconds per mile over the same course. In essence, these averages represent target boat speeds.

Unlike the IOR, which measures key points, the IMS records the full lines of the yacht in order to evaluate its performance. An electronic "wand" attached to a recording device is used to measure the hull. Up to 800 measurement points can be recorded in this manner, making it virtually impossible for a designer to draw a shape which appears slow to the measurement system but is fast in the water.

Myron Spaulding, the other local measurer, was still learning the fine points of measuring with the wand in early February. In fairness to his surveying skills, which border on legendary, he had barely familiarized himself with the \$7,000 machine recently purchased by a group of local sailing associations.

The only people who seem to know exactly how the rule works are back East at USYRU.

"It's supposed to be an easier measuring process than the IOR," he says, "buy on the last one we must have pressed the wrong button. There are 23 pages of instructions that come with the machine and it's very interesting reading!"

Sailors on the East Coast and in the Midwest have taken to the IMS in a big way over the past few years. In fact, last year two of the most popular races in the country, the Chicago-Mackinac Race on Lake Michigan and the Newport, R.I., to Bermuda classic, saw 80 percent of the fleets use IMS.

Bartz Schneider, who now lives in San Francisco, was first introduced to IMS in Chicago, where he raced a C&C 34. Conscious of the flaws in PHRF, he began to hear about this new system, which was then called the Measurement Handicap System (MHS). The local race committees offered a double entry system where he could sail under both PHRF and MHS to compare the two. IMS became so popular on Lake Michigan that in 1984 the Chicago-Mackinac race committee ruled that only IOR and IMS would be used.

LATITUDE/JR

YOU'RE OK,

"The big advantage with the new system," he says, "was its ability to handicap differences of performance in a variety of conditions. It eliminates some of the variables and gets the racing down to the per-



Dave Liggett.

formance of the crew."

There were some wrinkles to work out, though. In order to score a race under the IMS, you need to know which wind strength to use to calculate each yacht's VPP. This may sound simple, but imagine

They look intimidating as hell, but the rating certificate (left) and VPP can tell you a lot about your boat's potential performance.

taking on the responsibility of saying exactly how hard the wind's blowing over an area covering several square miles. You open yourself to all kinds of flack, especially from those who didn't benefit from your final selection.

According to Bartz, the race administrators in Chicago, as well as Newport and Annapolis, sidestepped the issue of dealing with the actual wind on the course. Instead, the race committees employed a "dynamic handicapping system." The scorers assumed that the leading boats were indeed sailed to their potential and extrapolated what the wind must have been blowing from their recorded times. This "implied wind strength" was then used to score the rest of the fleet. Bartz adds that they have now moved to the next phase of dynamic scoring, calculating the wind speed for each yacht and the one with the highest implied wind strength wins!

Bartz moved to the Bay Area in 1986 and started racing IMS a year later with his Express 34, *Expeditious*, in the YRA's Handicap Divisions Association (HDA). In running the numbers on races on the Bay, he found some disturbing results. Using the



5 AMENDED NOVEMBER 1986

YACHT: PARAGON OF VIRTUE
SAIL#: US-12345
CLASS: SWN44

I CERTIFY THAT I UNDERSTAND MY RESPONSIBILITIES UNDER THE IMS.

OWNER: MR. JOHN SAIDOR
123 BEACH ROAD
NEWPORT RI 02840

RATING CERTIFICATE 27701
BASED ON FULL MEASUREMENT
NOT VALID AFTER 12/87

44' SLOOP BY S&S
MASTHEAD RIG, 163x JIB
FIXED KEEL
EXPOSED, FOLDING PROP

STO 136

COMMENTS:

CENTERBOARD

ECDA	.000	PSA	19.000	PHD1	.230	PHD2	.410	APR	.000
ECM	.000	PSL	.500	PSD	.100	SHL	.000	APB	.000
CBRC	.000	PSL	1.830	SHD	.210	PRD	.000	APB	.000
CDTC	.000								

FREEBOARD

FF	4.420	SFFP	3.098	PSA	19.000	PHD1	.230	PHD2	.410
FA	3.530	SAFP	41.287	PSL	.500	PSD	.100	SHL	.000
SG	1.015			PSL	1.830	SHD	.210	PRD	.000

PORT TRIANGLE

IM	55.430	SPL	18.420	P	48.500	BL1	2.400	MDT1	.980
J	18.530	SL	55.500	E	14.350	BL2	2.400	MDT2	.570
LPG	10.100	SHW	33.500	BD	.500	BL3	2.700	MDL2	.760
LPIS	.000	HBS	.000	BAS	5.250	BL4	.000	TL	9.650
FSP	.180	SFJ	14.060	HB	.500	BLP	12.500	HB1	48.500
LP	10.280	ISF	.800	MW	.710	MGU	5.600	PC	14.350
PBI	3.170	ISP	55.430	GO	.790	MGR	9.400	EC	.000
IG	55.190	BTNS	.000						

MIZEN

LY	.000	BY1	.000	MDT1Y	.000	NBY	.000
EB	.000	BY2	.000	MDT2Y	.000	BLPY	.000
YSD	.000	BY3	.000	MDL2Y	.000	NBIY	.000
TSP	.000	BY4	.000	TLY	.000	PIC	.000
TSMG	.000	BY5	.000			ETC	.000

WOM-SPIN-HAKER

TIME ALLOWANCES IN SECONDS PER MILE

	TRUE WIND	WIND/LEEWARD	OLYMPIC (6-LEG)	CIRCULAR RANDOM	LINEAR RANDOM	SPIN-HAKER
GENERAL PURPOSE (LINEAR RANDOM 10)						
8 KT:	894.0	839.8	675.6	645.6	711.9	
10 KT:	763.8	723.9	592.2	572.8	622.4	
12 KT:	684.8	659.7	546.0	531.3	569.9	
14 KT:	633.6	620.3	517.3	504.8	534.5	
16 KT:	602.1	595.4	498.7	486.8	510.5	

MEASURED: 7/12/85
INP RCVD: 1/13/87
ISSUED: 4/27/87
FLOTAT N: 6/ 2/83

KENNETH O. WELLS
USYRU OFFSHORE
BOX 209
NEWPORT, RI 02840
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CERT# 27701 SAIL# US-12345

YACHT: PARAGON OF VIRTUE

FORMER:

INCLINING TEST

AM	85.0	AWD	23.600	APD	27.0	PL	1500.
DM	170.0	BWD	23.600	CPD	54.0	RMC	1907
CW	85.0	CWD	23.600	CPD	28.0	RM2	1943
DM	170.0	DWD	23.600	DPD	57.0	RM20	1733
						RK40	1437

CALCULATED STABILITY

HEEL IN DEGREES	25	60	90	120
RIGHT ARM IN FT	1.374	2.137	1.754	

RATIO OF STABILITY CURVE AREAS, POSITIVE

MEASUREMENT TRIM

KEEL DRAFT (DHK0)	7.36	MAXIMUM DEPT	7.36
ENDPLATE ADJ (KEDA)	.00	2ND MOMENT	.00
DISPLACEMENT (DISP)	27965	WETTED SUR	27965
SAIL AREA (SA)	872	PROP PROJ	872

SAILING TRIM

SECT AREA MAX (AKS1)	26.57	RATE	
BEAM/DEPTH (BTR)	3.38	SIN	
KEEL DRAFT (EKKA)	7.50	WET	
CENTERBOARD EXT (CD)	6.16	DI	
EFFECTIVE DRAFT			

2ND MOMENT LENGTHS:

AVG LENGTH (L)	35.29	25 DEG HE	
		SUNK COM	

OPTIONAL REGULATIONS:

MINIMUM DISPLACEMENT IN MEASUREMENT

MAXIMUM CREW: NUMBER LIMIT- 11

SPEED AS A FUNCTION OF

VTM	BTM	OPTIMUM BEAT	OPTIMUM RUN	OPTIMUM RUN 2
8	46	5.496	3.809	144°
10	45	6.215	4.366	147°
12	43	6.500	4.990	159°
14	41	6.662	5.146	171°
16	41	6.768	5.297	174°
20	40	6.891	5.297	

REACH

VTM	BTM	REACH	BTM	REACH	BTM	REACH	BTM
8	6.862	7	6.900	6	5.861	2	3.917
10	7.401	11	7.488	10	6.856	3	4.822
12	7.750	15	7.888	14	7.429	4	5.462
14	8.007	20	8.199	19	7.951	5	6.075
16	8.196	25	8.442	23	8.209	6	6.661
20	8.419	32	8.784	32	8.824	11	7.884

Notes:

Boat-speed curves are given at five different true wind velocities as shown at right:

9 - optimum run angle.

Run: 1/25/89 17:19:40 Cert 27701
Copyright 1989 USYRU Newport, RI

implied wind strength technique, he came up with 12 knots of wind speed for a summer race. The only problem was, he knew damn well it was blowing 25! (Two factors that the IMS doesn't take into account are



enclosed heads, minimum headroom, galleys, etc. For IOR boats which are no longer competitive but which were built stripped out and with low freeboard (hence less headroom), meeting these provisions can be a strain.

"Two factors that the IMS doesn't take into account are waves and currents."

For local members of the YRA's International Offshore Racing Division Association (IORDA), which race under the IOR and whose numbers have shrunk precipitously in recent years, these regulations have proved bothersome. In renaming themselves the International Measurement Rules Divisions Association (IMRDA) for the 1989 season, they are indicating a shift away from the pure IOR orientation. They have not yet fully adopted the IMS format, however. The two groups will be racing together this season in order to bolster the

IMS is the latest attempt at objectively—equalizing—all boats.

waves and currents), both of which we have in abundance, especially in an ebb.

Since the Bay also has fairly predictable winds (unlike racing areas in the Midwest and East), the solution has been to select

"The big advantage with the new system was its ability to handicap differences of performance in a variety of conditions."

and appropriate wind strength before the race begins. By matching this with the course type, you can then go into the race knowing how much time you owe and are owed by your competitors; and can deter-

mine your placing during and immediately after the race (unlike the implied wind strength system, which takes time to compute after the finish). IMS racers in HDA get their wind strengths at the beginning of the season. At last year's Stone Cup, St. Francis YC race manager Matt Jones posted the wind strength on the race deck before the start of the IMS division, a system that received favorable response.

"We're lucky here on the Bay," says Matt. "Figuring out the wind strength afterwards isn't as good. We can determine it pretty easily. And for those race committee people wondering about using the IMS, there aren't any big snake pits hidden away. It helps to have a computer to handle the numbers, but you can set up a hand system and just plug in each boat's time."

There are a few serpentine catches that have become evident, however. One has to do with the associated or optional regulations. These cover such points as raking and bending of masts, special sail limitations, light displacement, crew limitations and requirements for cruising accommodations. The latter refer to things like bunks,

LATTITUDE/JR



Measurer Dick Horn with the IMS measuring machine.

number of boats on the starting line, but scoring will be a four-way system of combined IOR/IMS-associated regulations. Admittedly complex, this arrangement will allow sailors to compare racing under the various systems, to see what works and

YOU'RE OK, IMS OKAY



LATITUDE/JR

what doesn't.

And then there's the issue of a measurement certificate. Obtaining a full IMS rating costs up to \$600 when you start from scratch, which is comparable to an IOR tag. The price drops from there if your boat already has an IOR certificate or can be matched with a standard hull measurement that has already been entered into the computers at the United States Yacht Racing Union (USYRU) in Newport, R.I., national headquarters of IMS. The local fleet also offers a "get started certificate" for those who want to try out IMS for the season. You can call the YRA office at (415) 771-9500.

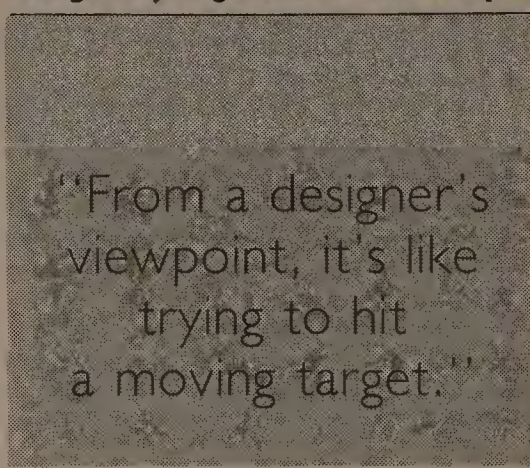
Yacht designers are also scratching their heads over the IMS, which may be to the good.

"I've heard people say that IMS would be IOR racing with interiors," says Alameda yacht designer Carl Schumacher. "If that were the case, that may not be so bad. But there's a lot more to it than that. IMS lowers the incentive for bumped-hull boats. They'll be easier to sail and more pleasing to the eye. As a designer, I like that aspect."

Unlike the IOR, which designers have dissected and analyzed to a fine point, the IMS defies pigeonholing. In fact,

is IMS the answer? Many sailors think it's an attractive alternative to PHRF.

the only people who seem to know exactly how the rule works are back East at USYRU. They have a habit of "rearranging" things every now and then to keep people on their toes. Bartz Schneider says he received this year's version of his certificate and found that one of his time allowances had changed by five seconds. He hadn't changed anything and there was no expla-



"From a designer's viewpoint, it's like trying to hit a moving target."

nation for the difference!

"From a designer's viewpoint," says Carl Schumacher, "it's like trying to hit a moving target."

Facing that problem firsthand are Bill Lee and Bob Smith down at Bill's yard in

Santa Cruz. They're in the middle of a new IMS-oriented Santa Cruz 70 for Bruce Eissner of Boston. Eissner had the SC-70 Starlight Express a couple of years ago, but now he wants one that rates the minimum 420 seconds per mile under the IMS. The result is a boat with more sail area, a deeper keel and better overall performance on all points of sail and in a wider range of conditions than a standard 70. It will also have a pretty plush interior by ultralight standards, with two showers, two heads and an owner's stateroom. Smith says the problem has been figuring out just what the rule is.

"It seems to change every week, which makes it pretty hard," he says.

If all this gives the impression that the IMS isn't terribly simple, well, it isn't. There are administrative and practical bugs to work out. The simple fact, though, is that for anyone who wants to engage in handicap sailboat racing at a serious competitive level without mortgaging their house to get on the starting line, IMS is about the only game in town. Hopefully, the various factions with a state in its future can work together to produce an equitable, enjoyable racing system here on the Bay.

— shimon van collie

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MAX EBB:

"Someone get me a compass course!" shouted the skipper as we recovered from the jibe around the second mark. It was one of those hazy winter days with a flukey northerly, and visibility was less than two miles.

Since I seemed to be the only one in the cockpit who didn't have a sheet, guy or winch handle in my hand at that particular moment, I deduced that the request was directed at me, even though Lee Helm, my naval architect friend, was officially the tactician. I ducked below to the chart table.

Now, on my boat I always make sure to have a pre-tabulated list of all the possible courses, complete with background shore-bearings, distances and intermediate waypoints (although I should point out that I don't actually do all this work myself - it's a perfect job to assign to an ambitious new crewmember who has visions of being tactician someday). However, on this boat I was a "guest of a guest," and hardly in a position to be responsible for pre-race preparation or lack thereof. So I pushed a sailbag out of the way and sat down at the chart table.

"The chart's in there somewhere!" said the skipper as I lifted up the chart table top, causing a pile of sail ties, empty beer and soft drink cans, race instructions, and tide books to slide forward in a pile against the instrument bulkhead. Exploring the inside of the chart table would be another adventure. There was a yacht club yearbook, a set of last season's race instructions, last year's tide book and one from the year before, keys and wallets for the entire crew, 35 pencils with no points, a "Ship's Log" (completely blank), some literature from various sailmakers, and a large manual explaining how to operate the Sat-Nav. A box of #19 rubber bands, the size used on this boat for stopping the spinnak-



closed the lid again, retrieved the Race Instructions from the pile of junk on top of the table, and turned to the page with the racing buoy chart. Now I needed a plotter. Diving into the chart table again, I uncov-

cockpit.

"Give me another minute," I answered.

"The course is one-ten magnetic," said Lee, who had been watching me from directly above through the open companionway hatch. "That's without current. We'll have to go about ten degrees low for the current, so sail maximum VMG down the wind and don't worry about the compass.

"Why didn't you say you knew the course!" I said as I opened the chart table again to put away the parallels.

"I didn't," she responded, "until I saw you lay the edge of the parallels on the course chart. I mean, like, I just eye-balled the course so we have some idea where we're going."

Hearing that, I dug down to the Pleistocene era of the chart table once again, sifted through some charts of the Delta and Southern California, and finally came up with a Bay chart of unknown vintage.

After a few quick folds, I had what I needed. The section of chart showing the leg of the course and a compass rose, all

"Parallels are for big ships and navigation students," Lee said. "That's what I have on my boat," I confessed.

ers, had gotten too soft in the damp air and contributed its entire contents to a full layer of the chart table's geologic history. Beneath everything were about a dozen folded charts, with no evidence of labels on the outside.

"I'll just use the little chart with the Race Instructions," I thought to myself. So I

ered a rickety old pair of parallel rules.

"Good enough for now," I thought, and slammed the lid shut again.

I slid the parallels onto the course between the last mark and the next one, then made an unfortunate discovery: no compass rose on the racing mark chart.

"Damn!" I said out loud.

"Finding everything you need down there?" asked the skipper from out in the



Lee's plotter in action.

lying flat on the chart table surface. I had to refer back to the Race Instructions to make certain I had the right buoys, and then went back to work with the parallel.

Meanwhile, back in the cockpit, our skipper had called for a lighter chute. Evidently the wind was fading fast. A crew-member had run forward to get the sail, and was running back just when I was about to slide the ruler across the compass rose and read the course.

The corner of the spinnaker bag bumped my elbow, and even though I didn't think the instrument had slipped, I couldn't be sure. So I started again, this time being more careful to avoid a slip.

When the parallels got to the compass rose a second time, the reading was 129 degrees. Lee's "eyeball" was off by almost

20 degrees, I thought with a small amount of satisfaction.

"Magnetic," said Lee's voice from above.

"Oops," I thought to myself, and read

fessed.

"Get real, Max! Slipping and sliding to the compass rose should have been obsolete even before they invented clear plastic. Even those hokey straightedge-with-a-roller gadgets have a built in protractor. And so do most of the twin-triangle sets."

"Come to think of it," I said, "I used to

"Get real, Max!"

the inner circle of the compass rose.

"One-one-three degrees magnetic," I announced to the cockpit.

"Thanks, Max," said the skipper. "But we have to anchor."

I came back up on deck, and sure enough, the wind had dropped to almost nothing. While the foredeck crew were setting up to change from one limp chute to another, some of the cockpit crew was flaking out the rode of a small anchor. I wet my finger and held it up to the imaginary breeze.

"Zilch," said Lee. "And the only range I can see says we're going backwards."

Our skipper waited for the sail change to be finished before making a final decision. But even the 1/4 ounce see-thru plastic spinnaker wouldn't fill.

"Anchor down," he ordered. "Go over the port side, just forward of amidships, so the other boats can't see. And keep that chain quiet!"

Sure enough, when the hook was down, we began to edge "forward" relative to the other boats around us. I went below to clean up some of the mess I had made of the chart table, while most of the crew continued to entertain themselves making exaggerated noises with winches to make it look like we were still sailing. Lee followed me down to the nav station.

"You'd think a boat like this would have a slightly better organized navigation station," I remarked as I put the parallel rules back in the chart table.

"For sure," said Lee. "And you'd think they'd have a better course plotter on board. I mean, parallels are for big ships and navigation students. You shouldn't design a device with more chance for error or less convenience if you tried."

"That's what I have on my boat," I con-

have a real nice pair of triangles. Only I still slid them over to the compass rose, because that way I didn't have to do magnetic variation in my head."

"Requirement number one for a good course plotter," said Lee, "is the ability to read it without having to move it away from the course you're trying to measure or plot. That way it's almost self-checking--your eye can alternate several times between the course and the reading. Requirement number two," she continued, "is the ability to read the scale directly in magnetic, so you don't have to do any arithmetic in your head."

"Lee," I said, "I'm surprised you have trouble with the arithmetic."

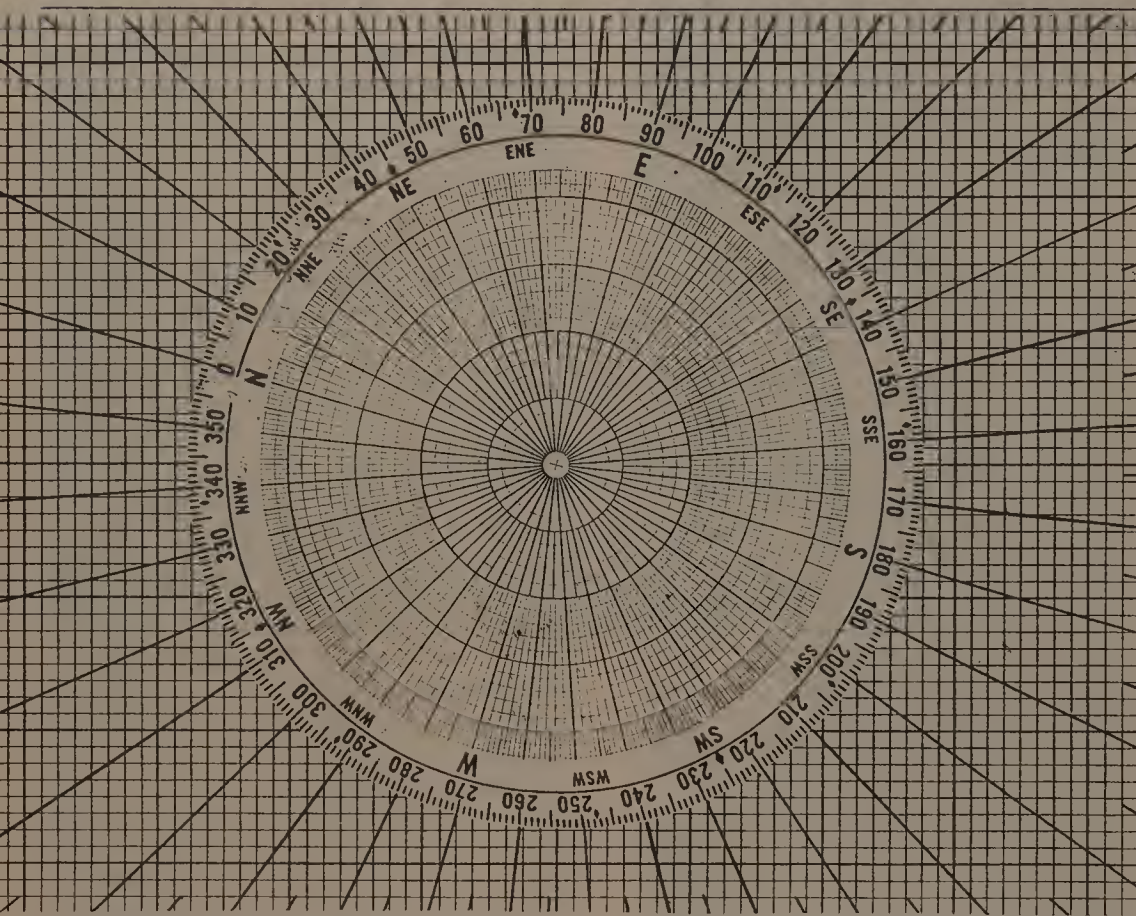
"I don't," she responded with some indignation. "The issue is speed. And for most users, especially under adverse circumstances, any arithmetic is too much arithmetic. How long does it take you to figure out 'East is Least and West is Best,' especially halfway out to the Farallones, when even if you're not overly seasick, your brain is operating at about 1/3 speed?"

"Sorry for the cheap shot."

"You should be. Requirement number three, then, is ultimate simplicity of operation. I mean, these days, with all the electronic aids doing the waypoint functions and course calculations, a typical boat owner plots an actual compass course on a chart about twice a year, if ever. And like, there's a scary number of people out there who don't even know how!"

"Kind of a lost art of the 20th Century," suggested one of the foredeck crew who had come down from the forward hatch along with the old spinnaker. "Like reading an analog clock or tying a shoe lace."

MAX EBB: BUDGET PLOTTERS



"So is there a device on the market that meets all your requirements?" I asked.

"There almost used to be," she said. "My favorite was called the 'Director Instrument,' made by a small company in Sag Harbor, New York. It had a little sliding T-square that you could line up with a vertical or horizontal line on the chart, without moving the instrument away from the course. Once it was set for the local magnetic variation, all you had to do was remember to read the red arrow instead of the black one. And it was flexible — you didn't need a chart table. The whole process could be done on your lap in the cockpit."

"Where can I buy one?"

"Out of production for at least 15 years, as far as I can tell. Anyway the Director Instrument falls short on simplicity. Like, it takes 15 minutes to learn how to use it, which is too complicated for a device that might be used only twice a year."

"I use an aircraft type plotter when I play tactician," added the foredeck crew. "It's designed to be used on your lap with a small chart. By the way, do you know where they keep the rubber bands on this boat?"

I passed him a handful of #19 rubber bands.

"You still have the magnetic variation problem with the aircraft plotters," said Lee. "And you also have to remember which of four possible scales to read from."

"What about single-arm protractors —

To reproduce, take this page to a copy store; have it blown up by 173% and transferred to transparency stock.

they usually have a variation scale to read from."

"And if they would only put an adjustable pointer in there to set to the variation, they might be the way to go. The way most of them are designed, you're expect-

"I dug down into the pleistocene era of the chart table once again."

ed to read one scale from another scale, not my idea of easy and error-proof for people whose brains are fully occupied just trying to keep track of which way is up."

"So what do you use?" I finally asked.

"For a boat like this with a nice big chart table," she answered as she took the head of the spinnaker and started to pull it through the rubber band loading bucket, "there's really only one satisfactory solution. That's to use a drafting machine, permanently installed on the table. There are a few different versions of them on the market designed for small craft; you know, all plastic and not too accurate or expen-

sive."

"Okay, but what do you do on a boat with a small chart table, or none at all?" asked the foredeck crew. "What about when you need to get a course without even going below?"

"I make my own course plotters," she said. "I mean, it's embarrassingly simple. No moving parts, just one scale to read. Only trouble is, it's only good for one value of magnetic variation, so I'd have to make another one if I go racing in some other part of the world."

"How does it work?"

"Take over pulling this chute," she said and went back to one of the pipe berths where her gear was stowed. A few seconds later she was back with a rectangular piece of clear plastic, about seven inches by nine, with a compass rose in the middle and lots of vertical and horizontal lines.

"That's it?" I said as I traded the spinnaker I was pulling on for the little device.

"That's all you need. Just xerox onto transparency stock."

It was a little too flimsy to be properly called an "instrument," in my opinion, but it sure was easy to use. I dropped it down on the chart over the mark we had just rounded, and could see that the magnetic course was 113 degrees without any mental effort at all.

"You do have to be careful to use a

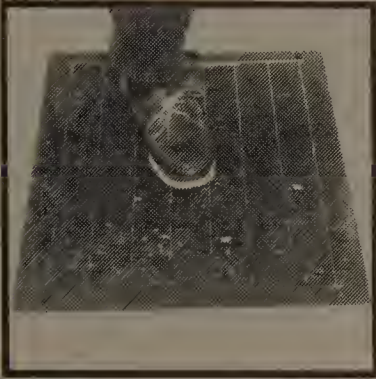
good copy machine," advised Lee. "Some of them compress the scale slightly in one direction but not the other, so angles aren't reproduced accurately."

We were only anchored for about 20 minutes before the wind filled in again, from a completely different direction of course. And at the next mark, naturally, the skipper suddenly needed a compass course. Only this time, even though the charts were put away, Lee's plotter and the race instructions were still out on the chart table. It took about five seconds.

I'll see you at the xerox shop.

— max ebb

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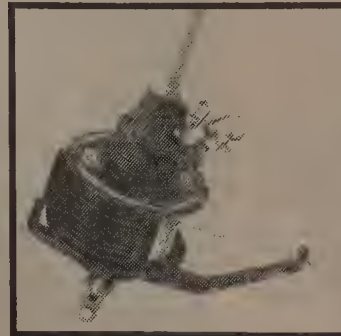


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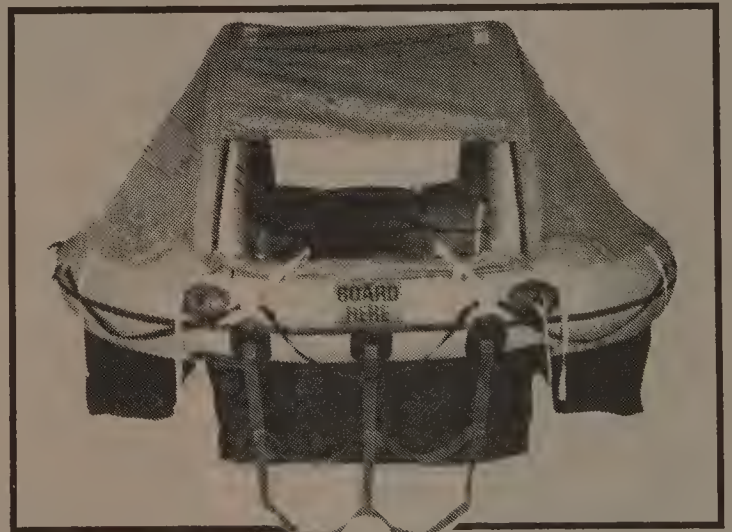
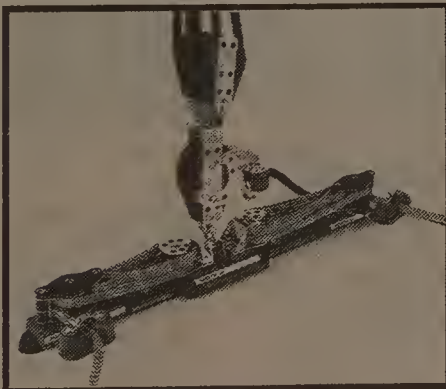
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THE WORLD

With reports this month from H.E. Heed chartering in the **Abacos**; Mike and Jan Conway in the **British Virgin Islands**; Bob Hirsch on America's **2000-mile Inland Sea**; Bob Mattson on too little time in **The Sea of Cortez**; Brett Walters on the **Bahamas, Desolation Sound**, and the dangers of women luring wind; and finally, **Charter Notes**.

Bareboating The Abacos

The trip was to be a birthday gift from my lady love. She said Mexico, Hawaii and the Caribbean all sounded so wonderful that I could decide. Having already sailed in Hawaii and Mexico, I chose the Caribbean.

With that decision made, we worked on our priorities. I wanted to be alone, not among a mob of charterers and yachties. She wanted light winds and no racing and chasing like we do on the Bay.

Last June a San Francisco charter broker came up with a place that the crowds weren't and where the winds were light: The Abacos in the Bahamas. We settled on a bareboat charter from Bahamas Yacht Services for this last January.

On January 13 I boarded a plane for Miami and the Bahamas — alone. Unfortunately, our love affair didn't make it past the new year. Nonetheless, when I landed at Marsh Harbor and took a cab to

All I had to do was select some snorkeling gear, stow my things and listen to a briefing on the area.

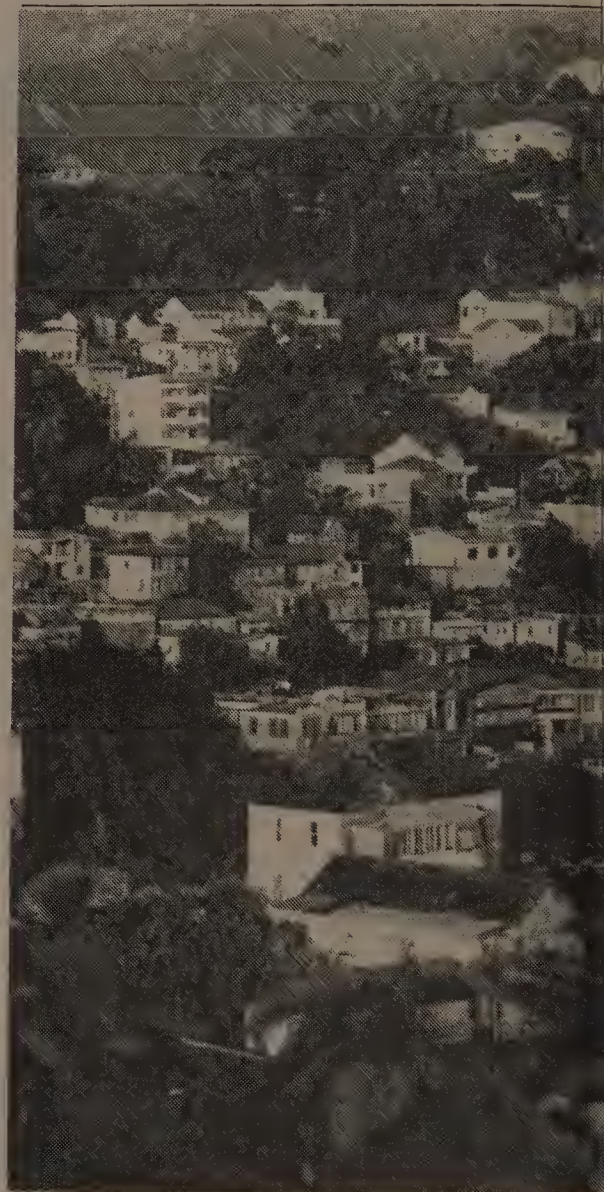
The boat was a Watkins Sea Wolf 30, clean and simply rigged. It had a collapsible bimini over the cockpit and painter behind was a hard dinghy with outboard. As promised, the provisions — beer and wine included — were in boxes in the cockpit. The frozen BBQ meat was in the cold-plate fridge with ice.

Dale Hill gave me a thorough briefing on where to find the best snorkeling reefs, the most beautiful beaches, the night spots ashore, etc. He also made sure I knew how to "Bahama anchor", using both bow anchors. If you've ever danced the 'La Paz Waltz', you already know how to do it. I took a look at the charts he gave me, fired up the Yanmar, and with his assistance took off.

As soon as I was outside the harbor and hoisted sail, I understood the saying they have about the area: "All this wind and no waves." For the next seven days I had 10 to 15 knots of easterlies blowing over water that was smooth as glass. The skies were bright blue, the air and water about 80 degrees. The nights were calm under a sky alive with stars and the brightest moon I'd seen since Tenacatita Bay in Mexico.

It was paradise! The area was surrounded by lush, green cays, and I've never seen so many idyllic beaches. If you're a lover and can't wait to get to the beach, you simply need to release the sheets and throw the anchor over, because seldom are you in water more than 20 feet deep or anywhere near another boat. And when you get to the beach you'll find that it's pristine: no footprints, no debris. Even Stevie Wonder could take picture postcards here, especially on Great Guana and No Name Cays.

The beauty underwater is even more awesome. Just windward of the eastern Abacos Cays lies a barrier reef that calms the Atlantic waves. You tuck your boat in the lee of a cay and dink out, plopping your anchor in a sand patch. Put on your mask and snorkel and in a few minutes you're in Cousteauland. It's like being



inside the Monterey Aquarium; fish more bizarre than those in a law office and more beautiful than those in Bono's "Whale's Tale". There's an undersea park just off of Fowl Cay that I call "underwater Yosemite". The water in my eyes wasn't from the salt, but from the tears of awe and joy.

Just one word of caution. You might be tan from sailing the California coast, but take some sunblock to the Bahamas to cover your butt. I promise you you'll burn your buns bobbing around down there because there's no reason to be wearing a bathing suit.

If you have a mind for some stronger sailing, just head outside the cays at Whale Cay Passage. There you'll get 18 to 22 knots on the beam with a three foot quartering sea. You might even dip the toerail.

There's some socializing available in the Abacos, although the towns are small (populations of 300 - 400) and there are more churches than bars. No liquor whatsoever is served or sold on Man-o-War Cay. The locals live in immaculate, mini Cape Cod style houses and they speak with an almost old England accent. Many of them are descendents of loyalists to the



COURTESY H.E. HEED

H.E. Heed driving a Watkins Sea Wolf 30 in the Abacos. Going alone is better than not going at all.

the BYS office, the manager was right there to greet me. He told me the boat was ready and the provisions were aboard.



Grenada — postcard pretty and always warm.

crown during the Revolutionary War. The Constable, Customs and Post Office are inevitably three doors in a building no bigger than a downtown deli. The town phone is usually nearby, as is the one-day-a-week health clinic.

The streets are no wider than suburban driveways. Four wheeled vehicles of any kind are very rare. ULDB motorbikes are the common mode of land transportation. Yes, there are some yachtie type boats, but not nearly as many as down in the Virgins. Most of them are anchored in the major harbors such as Marsh Harbor, Man-O-War Cay, Hopetown and New Plymouth. I can also imagine there are quite a few berthed at Treasure Cay on Great Abaco, but I didn't stop because the literature depicted the place as being as natural as a miniature golf course and as unAmerican as Cabo San Lucas.

While in the Abacos I did see a couple of yachts with San Francisco hailing ports: *Talaria* from Los Gatos and *Stardancer* from Marin. Neither of them were aware that the 49'ers would be

playing in the Super Bowl the following Sunday. Neither of them seemed to care.

Nothing is in a hurry in the Abacos. The sun comes up, the sun goes down. Five knots is fast enough. If you're on the beach, take all day.

My advice is to go, but take someone to share it with. It's too much paradise for just you and a broken heart.

— h.e. heed IV
alameda

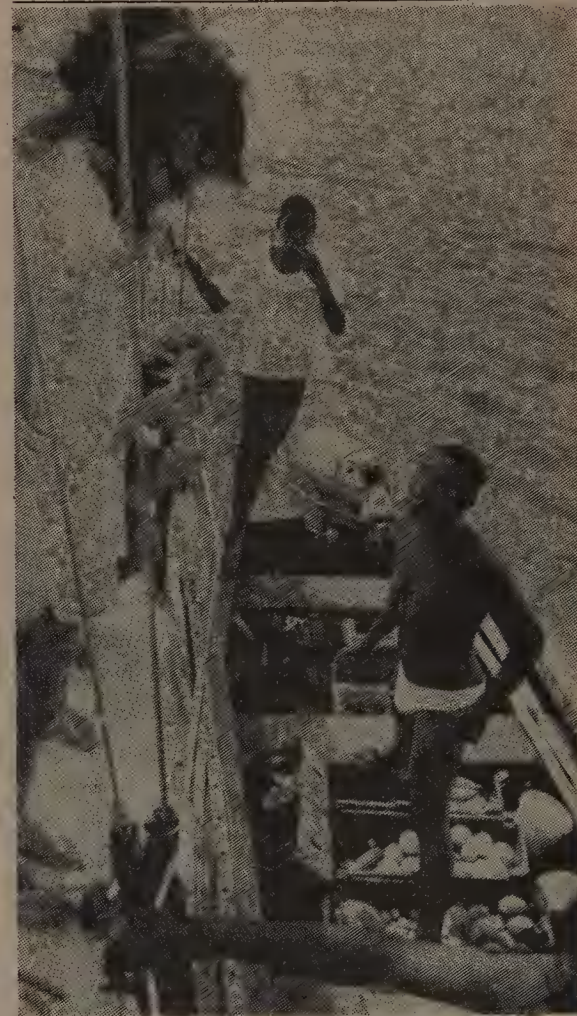
Completely Satisfied But Maybe Cheaper Next Time

After reading various letters in your mag, we and two other couples hooked up with The Moorings to charter a 51-footer out of Tortola in the British Virgin Islands. Being first time charterers, we decided to "play it safe" by 1. Going with The Moorings, which is more expensive than the others; and, 2. Having them provision the boat for us.

The Moorings lived up to their fine reputation, and we were completely satisfied with them and their boat. True, there were a couple of minor glitches with the boat, but they took care of them without any problems.

While cruising in the BVI's, however, we had the opportunity to talk to folks who chartered boats from other companies. All the people we talked to were happy with their boats and chartering outfits as we were. The catch is that many of them were paying as much as 25% less. From our observation, the other boats appeared to be as clean and dependable as ours from The Moorings.

In short, for our next charter we will have no qualms about going with a more competitively-priced outfit. As for provisioning, we will definitely do that ourselves next time. There are ample



Mysteries of down island provisioning: why does the 'veggie man' always scratch himself when he brags about his bananas?

shopping facilities on most of the islands, and it's not that time-consuming.

— mike & jan conway
blue briz, modesto

Mike & Jan — We suspect that one of

the reasons The Moorings has been able to command top prices for their charters is that they've been a dependable and consistently first-class outfit for many, many years. This in an industry where bankruptcies and shenanigans are not unknown. There are other fine charter organizations in the Virgins, to be sure, and they appear to charge less for similar boats. What's the right choice? As with the rest of life, unfortunately, there is none; it's another big gray area where each person has to decide for him or herself.

The same thing applies to the question of whether or not you should provision the boat yourself. If you're energetic, like to plan meals and enjoy shopping, it's sensible and thrifty to handle it yourself. But, if you hate shopping, want to spend your week away from towns, and have problems with buying too much or too little food, it's smarter and more relaxing to let the charter outfit do it for you.

You may not have heard this, but the



Whether provided by the charter company or purchased on your own, food prepared on board tastes great!

first time Socrates said "know thyself", he was giving advice to a Greek couple about to go on their first bareboat charter.

2000-Mile Inland Sea

As an avid subscriber and cover-to-cover reader of your magazine, I have used your ads to obtain chartering information — even though I live a long way from the Golden Gate. Even though my son is a

San Francisco sailor and my Ericson 29 was built in California, I live in Illinois.

It's my opinion that you haven't really sailed until you've been on our "2000-Mile Inland Sea" and visited the North Channel, Georgian Bay, Isle Royal, Sleeping Bear Dune and the Manitou Islands. We have our own bridge, the five-mile Mackinaw, and enough locks to make the Panama Canal shy. We also have the Leland Canal if you like cruising European canal style, wild deserted shores, and even big cities. Best of all, it's all fresh water, so you can swim in it without having to shower when you get out. Our salmon fishing isn't bad either.

Although sailing here is nice only during the five months of summer, I've been told that San Francisco's best sailing is in the winter. Michigan has a port every 20 miles or so, usually complete with repair facilities and lots of tie-ups for transient yachts. Sailing is a respected and catered to sport here in the summer.

The Great Lakes are also a great place to cruise because the people speak English. So how about recognizing one of the best sailing and chartering areas in the world by encouraging to "Sail America First!"

— bob hirsch
deerfield, illinois

Ten is Not Enough

In the middle of November in 1987, a party of four of us chartered a Beneteau 43 from The Moorings in Puerto Escondido, Baja California Sur. Like a lot of folks, we wished we had the time to take a three week charter, but we just can't break free of the rat race. A ten-day charter had to suffice.

Once we got to Los Angeles, our flight to Loreto / Puerto Escondido took 1 hour and 45 minutes. We were met at the airport by The Moorings staff, who transported us to the El Presidente Hotel where we spent the first night. We were picked up at 0900 the next morning and take to the boat at Puerto Escondido. After a brief checkout, we stored our supplies onboard and were underway by noon.

Having a much shorter time to charter than usual, we headed north. The boat was equipped with *Charlie's Charts*, which was adequate. We also had some local knowledge from a Santa Cruz friend who



had been there twice before on his own boat. His information was very helpful in regards to snorkeling, shelling and anchoring.

The mid-November weather was between 87 and 90 during the day; water temperature was around 80. Three nights in a row, however, northwesterly winds came up around midnight and had us all hunting for blankets. They were very welcome indeed. It had rained the week before we arrived, so the desert vegetation was as green as it gets.

During our ten days we didn't see another charter boat. We did see lots of cruisers, most all of whom were headed south to La Paz for the winter. We got to meet some cruisers who were just super people, and exchanged dorado and other fish with them. We also had some beach parties.

Mosquitos and no-see-ums were out in force on the beaches, so lots of repellent was necessary. While anchored out on the boat, the pests were little if any problem.

We trolled while sailing with the feathered jigs and rods and reels that came with the boat. (The Moorings, incidentally, included a fishing license for everyone with



The town of Loreto, about 125 miles north of La Paz. A great area to charter in, particularly in late spring and fall.

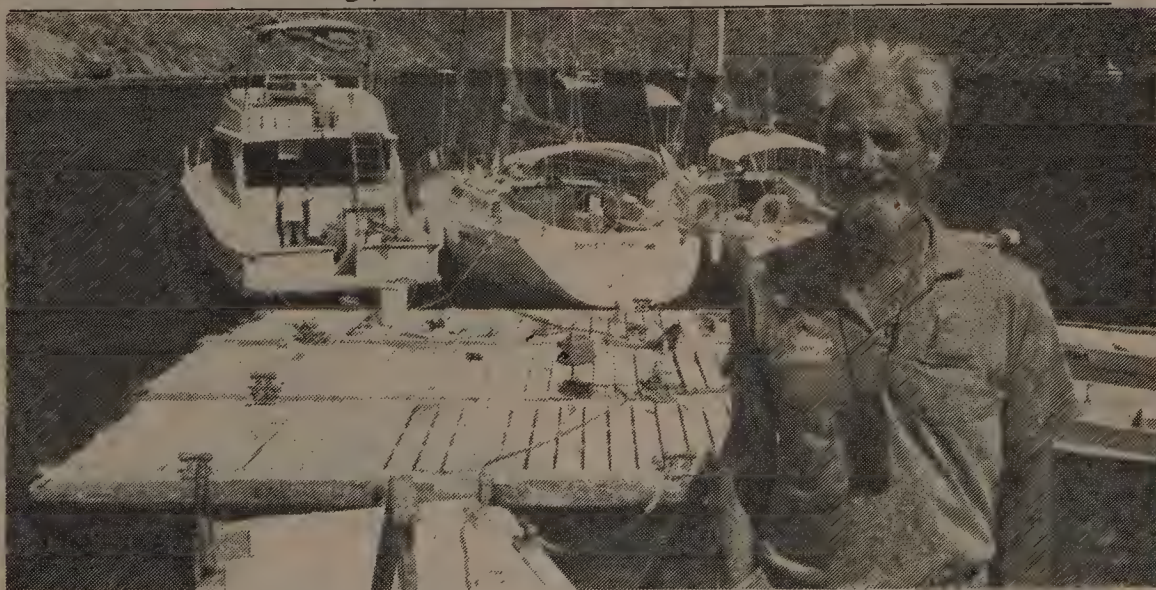
the charter fee). In addition, we fished some at night while anchored. After a short time we got tired of catching fish, even with barbless hooks, and releasing them.

We didn't find many particularly good beaches, but I did learn one valuable lesson about beachcombing. One day I reached down to pick up a piece of litter — a folded piece of cloth — and got bit on the end of my index finger by something. The pain was unreal, and went up my forearm to my elbow. My finger, however, wasn't even red or swollen. The pain lasted for two or three days and then my arm was numb for a least a month. A cruiser later told me that I most likely had been the victim of a small green scorpion; they like to hide under things to protect themselves from the sun. I was told always to wear shoes, which we did, but to kick over anything you're thinking about picking up.

The morning before we left we tuned in the Manana Net and announced that we'd take mail back to the States the next day. That brought people to our boat, to

The Moorings and to the hotel. We ended up bringing a big plastic bag full of mail back to L.A.

Baja was a great place to charter, but we now know better than trying to cut it down to ten days. Our next bareboat charter destination is Tonga, where we



hope to spend three weeks next year.

We'd chartered from The Moorings three times previously in the Virgin Islands

and have always been pleased with the boats, service and food. I've had a boat in Santa Cruz for more than 20 years; my current boat is a Catalina 30, *Five-Oh* which I sail on Monterey Bay as often as possible.

— bob mattson
santa cruz

The Good, And The Not So Good

I've enjoyed reading letters in *Latitude 38* from readers sharing their experiences with various bareboat charter outfits. I know how it feels to send a check halfway around the world to reserve a boat, not knowing what you're going to end up with. In light of that, I'd like to report on two recent experiences, one good and the other not so good.

In January of this year we chartered a CSY 33 in the Bahamas from Abaco Bahamas Charters. The boat looked like a beauty in the brochure; in reality it was an aging slug of a sailboat with much of her equipment missing or non-functional. When I asked whether we at least could have a boat with an operating depthsounder, they shrugged their shoulders and said that the depthsounders were broken on all their boats. Never again with that firm.

On the flip side, in September we chartered *The Moorings* in Puerto Escondido: it takes a good staff as well as good boats to have a successful charter operation.

spent a week in Desolation Sound aboard a Jeanneau 32 from Gordon Greer Yachts (now Desolation Sound Charters) in

THE WORLD OF CHARTERING



LATITUDE/RICHARD

Comox, B.C. The boat was in exceptional shape — everything we had been promised — and we had seven days of idyllic sailing. Desolation Sound is incredibly beautiful, a bit like sailing through the Sierra Nevada, and the folks at Gordon Greer were extremely pleasant and helpful. We can recommend them wholeheartedly.

In the midst of the Desolation Sound beauty, however, we did have one brush with danger that we would like to pass along to your readers in the hope they might avoid making the same mistake. After a few days of bright sunshine but no wind, one of our female crewmembers declared that she would lure some wind — with that she ripped off her shirt and exposed her bare chest to the heavens. Her brazen act proved to be more effective than even she had expected, for within the hour we were scrambling to reef the sails — and her chest — as a ferocious rain squall came out of nowhere.

Thus we would caution other charterers seeking wind that it might be prudent to begin by exposing only the port or starboard breast, depending on the tack. If one doesn't yield the desired results, you could always unfurl the other. Fortunately, we were able to get our situation under control, and then had perfect winds for the duration of our Desolation Sound cruise.

— *bret walters*
san francisco

Charter Notes:

One of the biggest temptations for charterers in the **Virgin Islands** is to sneak back and forth between the U.S. and British Virgins — separated in some places by less than a mile — without clearing in and out. Because there's a minimum of patrolling, the chances of getting caught have been slim. At least until February, when an unusual flotilla of Coast Guard cutters (from as far away as Florida) and DEA boats were stopping everything that

The weather's pretty nice the way it is, ladies. Would you mind not going topless?

floated. This uncharacteristic burst of activity, we're told, was to rack up some big law enforcement numbers so as to keep the federal funds flowing in that direction. Apparently the crackdown was at least somewhat successful, with some 20 boats found guilty of relatively serious transgressions. The leading 'crime', with at least 10 boats in violation, was not being properly checked-in. Fines in such cases can run up to \$1,000 per/person, per day. And that doesn't count the penalties that can be assessed against the boat, the captain and the owner.

The verdict then is quite clear. Like going to the dentist, checking in and out is a real pain, but something you're best accepting as needs to be done. And don't think you can push your luck with smaller



LATITUDE/RICHARD

Bequia's hard-working but friendly residents make it one of the better charter destinations.

countries. An old dictum holds true: "the smaller the country, the bigger the stink".

The following dates are a reminder for

those of you who might like to charter a boat in conjunction with some fun racing or festivities:

Sea of Cortez (Baja Haha) Sail Week, March 26 thru April 1. Conceived by *Latitude 38* six years ago and sponsored by the La Paz YC and the cruisers of La Paz, you get six days of no-cost relaxation. Bareboat and crewed charter boats available out of La Paz and Puerto Escondido.

Bequia Easter Regatta, Easter Week. A beautiful island with wonderful people and good times. The nearest bareboats are out of St. Vincent and St. Lucia.

B.V.I Regatta, April 7, 8 & 9. The 18th Annual British Virgin Islands Regatta offers three days of not-too-serious racing for bareboat charter yachts, cruising yachts and racing yachts. Sponsored by American Express, TWA (which is offering reduced rates to Puerto Rico from any U.S. city), Nanny Cay Marina and the Bank of Nova Scotia. Contact BVI YC at (809) 494-3286.

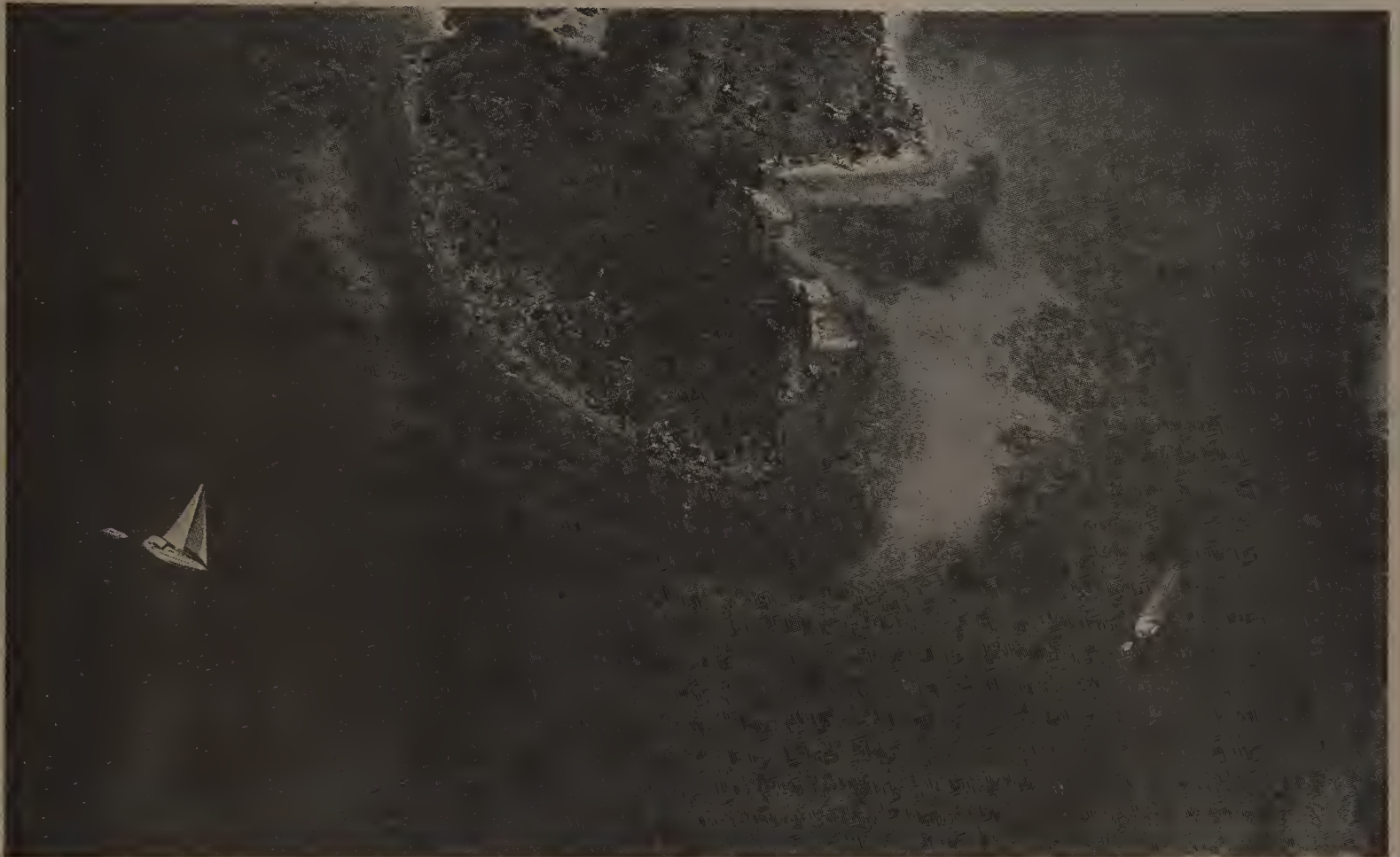
Antigua Sail Week, April 30 to May 6. The biggest, oldest and wildest of them all. Charter boats available from Antigua, Guadeloupe and St. Martin. Get 20% off at the Betty Ford Clinic the following week. Contact Antigua Hotel Association at (809) 462-3702 or Box 454, St. Johns, Antigua, West Indies.

Angostura; Tobago Sailing Week, May 14th to 19th. Four triangles and a

34-mile offshore race. Contact Trinidad & Tobago Yachting Association, 3 Prospect Avenue, Maraval, Trinidad.

In closing, remember that while sailing San Francisco Bay is the greatest, variety remains the spice of life.

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"Bare Boat" Racing Schedule

1989 MAJOR LONG DISTANCE RACES

Date:	Race:	Miles:	Fee:
June 8	LBYC RACE WEEK (SC 50 Class Racing)	Local	\$ 4,000
July	TRANSPAC	2,200	\$20,000
July 3	Oakland to Catalina (Great Fun!)	400	\$ 5,500
Sept 17-23	St. Francis Big Boat Series (SC 50 Class Racing)	—	\$ 5,500
Nov	Long Beach to Cabo San Lucas	950	\$10,000

1989 LOCAL RACING EVENTS

Apr	Newport to Ensenada (Beer Run)	160	\$ 5,500
Apr	Ano Nuevo	78	\$ 2,500
Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Windjammer	64	\$ 2,500
Sept	Dana Point to San Diego	75	\$ 1,300
Sept	Long Beach to Dana Point	40	\$ 1,300
Oct	San Diego to Ensenada (More Hussongs!)	75	\$ 2,500

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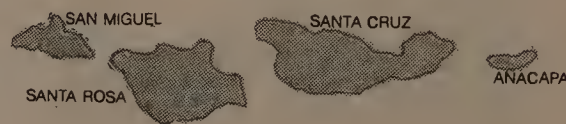
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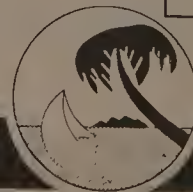
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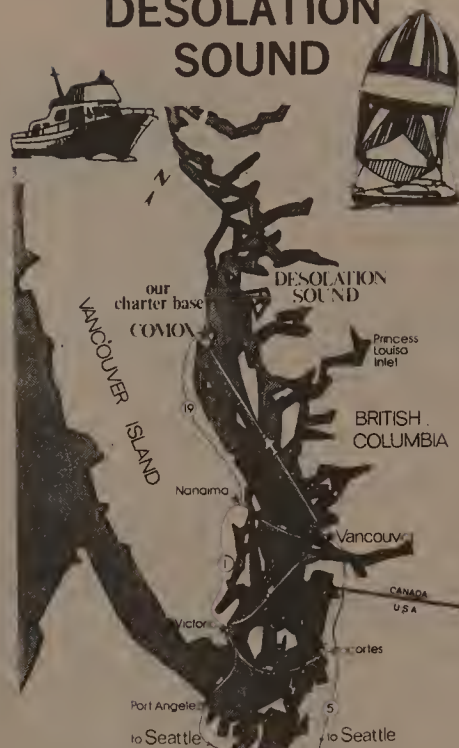
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C&C 32, Aloha 32, Saturna 33	Dsl.	\$U960	\$U1180
Nonsuch 30, Jeanneau 32	Dsl.	\$U1085	\$U1320
Mirage 33, C&C 33	Dsl.	\$U1170	\$U1435
C&C 35	Dsl.	\$U1270	\$U1600
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THE RACING

This month, most of the local **midwinter races** finished up, and we have reports on eight of them. We are pleased to note that **John Kostecki** won the **Rolex Yachtsman of the Year Award**; we have another in a series of reports on the **Whitbread Race** from **John Jourdane**; and there's some interesting news from the **ULDB 70** class. There's also a preview of the well-attended **Newport-Cabo Race**; an interim report on the not-so-well-attended **Puerto Vallarta Race**; and a glimpse at the somewhat revived **SORC**. As usual, the column ends with a plethora of **race notes**.

Rolex Winners

College football has the Heisman Trophy; professional baseball has the Cy Young Award; Hollywood has its Oscars; and yacht racing has the Rolex Yachtsman and Yachtswoman of the Year Awards. Since 1961, the Rolex Awards have recognized and encouraged sailing excellence in every important arena of the sport: Olympics, America's Cup, offshore, one-design, boardsailing, multihulls, you name it. The list of past winners reads like a "who's who" of yacht racing: Ted Turner (a four time winner), Dennis Conner and Buddy Melges (three time winners), Lowell North, Dave Curtis, Bus Mosbacher, Betsy Gelentis, J.J. Isler, Kathy Steele, and many more.

Last month, in a ceremony at the New York YC, the recipients of the 1988

award was a fitting way to end an incredibly successful year, one which included winning two world championships (J/24 and Soling) and a silver medal in the Soling class at the Olympics. Jolly and Jewell, both previous individual winners of the Rolex Award, likewise had a great year in their 470, culminating in a gold medal performance at Pusan.

Kostecki is the first Bay Area winner of the Rolex Award and, at 24, is one of the two youngest winners ever (Ken Read, the '85 winner, was the same age). He's come close to winning before — two seconds and one third — and was obviously pleased to have finally won. In addition to the fame of having his name immortalized on the perpetual trophy, there was also fortune: John was awarded an engraved Rolex Submariner watch. From



Rolex Awards were announced: John Kostecki and, for the first time, a skipper and crew shared the award in the women's category, Allison Jolly of Long Beach, California, and Lynne Jewell of Newport, Rhode Island. For Kostecki, the prestigious

Smiling faces: Rolex yachtspeople of the year, from left, Allison Jolly, John Kostecki and Lynne Jewell.

where we stand, it's about time.

Our heartiest congratulations to all three winners!



Whitbread Countdown

As I write this, we're in our third gale in ten days on our shakedown sail from England to Mallorca, Spain, on our Farr 81, *The Card*. Each gale has had its own particular delight for the sailing masochist: freezing rain in the English Channel, the huge confused seas of the Bay of Biscay, and the short, steep square waves of the Mediterranean. I can't say I recommend cruising Europe in the winter.

This passage is meant to be a test of the boat and crew for the upcoming Whitbread Round the World Race, and we're definitely testing both. We've broken quite a lot of gear and bruised a few crewmen, but it's better to find out now than in the icy Southern Ocean during the race. We're heading for our training camp in Palma, Mallorca — an island off Spain — where we'll be doing physical conditioning, sail testing, polar chart development, and a thousand small modifications to the boat.



JOHN JOURDANE

Whole lotta shakin' going on: *The Card* on her shakedown voyage from England to Spain.

With the Whitbread Race only eight months away, new boats built just for the event are hatching faster than eggs in a farmer's henhouse. Our boat, *The Card*, is an 81-foot Bruce Farr designed ketch, built by Eric Goetz in Bristol, Rhode Island. It is a Swedish entry skippered by Roger Nilson and Magnus Olsson, and sponsored by MasterCard, Eurocard International and Access (hence the name).

There are two other Farr maxi ketches in the Race: *Fisher & Paykel*, a New Zealand entry skippered by Grant Dalton, and *Steinlager II*, also of New Zealand, skippered by four-time Whitbread contender Peter Blake. The reason for the ketch rigs is that the predicted weather of the new 33,000-mile, six-legged course around the globe is 80% reaching. Theoretically at least, a ketch can carry quite a bit more

sail area in reaching conditions than a sloop under the IOR rule. We'll have to wait and see if that turns out to be the case.

The elapsed time winner of the 1985-86 Whitbread Race, *UBS Switzerland's* Pierre Fehlmann, is back with a new 81-foot Farr designed fractionally-rigged sloop called *Merit*. Fehlmann has been running a rigorous "12 Meter style" training program for quite some time and is widely considered the pre-race favorite, especially having just won the recent 4,420-mile Route of Discovery Race from Spain to the Dominican Republic, in which they beat seven of the new Whitbread entries.

The English maxi, *Rothman's*, is a new 81-foot fractional-rig Rob Humphries design skippered by Lawrie Smith. She's in the water and currently training in England. The Irish maxi, *Sail Ireland*, is an 81-foot fractional-rig Ron Holland and Bruce Nelson design. Like several other contend-

ers, she is now in the Caribbean practicing for the race.

Finland has two entries so far: *Union Bank Finland*, an 84-foot Joubert/Nivelt designed fractionally-rigged sloop skippered by Ludde Ingval, and the veteran Farr 80 *UBS Switzerland*, now called *Belmont*, under the command of Harry Har-kimo.

Even the Italians are getting into the act: they'll be sailing the fractionally-rigged Farr 81 *Gatorade*, formerly *NZI Enterprise*.

These nine maxis are the ones that are presently in the water and sailing. There are rumors of a few more, though no one has seen them yet, and time is getting a bit short. There's even a Russian maxi entry, the *Golden Fleece*, which no one knows too much about other than some lines plans which have been circulated. Apparently, she'll be extremely long and light, which means that it must have very little sail area in order to rate IOR 70, the upper limit for the race.

Among the smaller contenders, Tracy Edwards, former Whitbread crew on *Atlantic Privateer*, and her all-female crew on *Maiden Great Britain*, a Farr 57 (ex-*Disque d'Or*), are worth watching. They did extremely well in the Route of Discovery Race, winning Class B, and were second overall on handicap. And rumor has it that Nancy Franke of Newport, Rhode Island, is putting together an all-women American team, and has just purchased *L'Espir D'Equipe*, the handicap winner of the last Whitbread Race. The other American entry, "Twice Around" Ted Allison of Seattle, is still getting funding together, but I understand Bill Lee has begun building a modified SC 70 on spec for his challenge — an encouraging sign.

So that's the news from sunny Palma, Mallorca. The boats are in the water, and the various crews are busy training, testing, and modifying their boats. As the September 2 starting date nears, activity is increasing rapidly. It's hard work, but it's exciting just to be involved.

Now, if only we could figure out what just what those Russians are up to...

— john jourdane

Trouble in Sledville?

Frustrated by constant changes to the IOR rule which have made it difficult and expensive to optimize their sleds, the ULDB

1989 Newport-Cabo Race Entries *

Boat Name	Type/Size	Rating	Owner	Yacht Club
<i>Acey Deucey</i>	Santa Cruz 50	IOR 53.0	Richard Leute	Ballena Bay
<i>Amerigo</i>	Tartan 40	IMS	Charles Brewer	Lido
<i>Aleta</i>	Peterson 46	IOR 36.13	Warren Hancock	Newport Harbor
<i>Allure</i>	Santa Cruz 50	IOR 56.83	Charles Jacobson	Mont. Peninsula
<i>Bandit</i>	Swan 46	IMS	Warren Rosendale	Bahia Corinthian
<i>Blondie</i>	Santa Cruz 70	IOR 69.70	Pat Farrah	Long Beach
<i>Bombay Blaster</i>	Santa Cruz 50	IOR	Nowlan/Cooney/Sampson	RBVC/LSF/OYC
<i>Climax</i>	Barnett 52	IOR 53.09	Mike Campbell	Long Beach
<i>Cadenza</i>	N/M 45	IOR 35.65	Carl Eichenlaub	San Diego
<i>Carina II</i>	Swan 46	IMS	Bill & Barbara Colville	Newport Harbor
<i>Chance</i>	Santa Cruz 70	IOR 70.0	Robert McNulty	Los Angeles
<i>Citius</i>	Santa Cruz 70	IOR 69.63	William Wilson, M.D.	Los Angeles
<i>Drumbeat</i>	Santa Cruz 70	IOR 70.0	Don Ayres	Newport Harbor
<i>Emily Carr</i>	Santa Cruz 50	IOR 56.60	David Danielson	Port Madison
<i>Free Enterprise</i>	Andrews 42	IOR 32.60	Richard Ettinger	Newport Harbor
<i>Galecrasher</i>	C&C 41-2	IOR 31.91	Roger Shoriz	Richmond
<i>Grand Illusion</i>	Santa Cruz 70	IOR 70.0	Ed McDowell	King Harbor
<i>Gusto</i>	Swan 44-1	IMS	Peter Noonan	St. Francis
<i>Heritage</i>	Morgan 63	IOR 53.72	John Frisch	California
<i>Illusion</i>	Choate 44	IOR 32.11	David Fell	Shoreline
<i>Ho Ku Lele</i>	N/M 68	IOR 68.10	R. Taubman/D. Riehl	Lahaina
<i>Mauna Lani Flash</i>	Peterson 48	IOR 37.5	Arthur Kamisugi	Waikiki
<i>Merlin</i>	Bill Lee 67	IOR 70.0	Dixon Hall	CBYC
<i>Miramar</i>	Custom 79	IOR 48.27	John Scripps	San Diego
<i>Mongoose</i>	Santa Cruz 70	IOR 70	Paul Simonsen	StFYC
<i>Ms. Blu</i>	Swan 59	IMS	Harry Thomasen	Balboa
<i>Octavia</i>	Santa Cruz 50	IOR 54.63	Stewart Kett	Santa Cruz
<i>Pandemonium</i>	N/M 67	IOR 70	Des McCallum	St. Francis
<i>Predator</i>	Holland 43	IMS	Jay Steinbeck	SBYRC
<i>Prima</i>	N/M 68	IOR 70.0	Kunitoshi Shibata	Southwestern
<i>Pyewacket</i>	N/M 68	IOR 70.0	Roy Disney	Los Angeles
<i>Racy II</i>	Santa Cruz 50	IOR 54.48	Lucian Taylor	St. Francis
<i>Ragtime</i>	Spencer 62	IOR 69.54	Mike Farrah	Long Beach
<i>Ralphie</i>	Santa Cruz 50	IOR	Davis Pillsbury	Newport Harbor
<i>Reliance</i>	Nelson Marek 41	IOR 31.72	Chuck Nichols	San Diego
<i>Silver Bullet</i>	Santa Cruz 70	IOR 68.88	John DeLaura	Waikiki
<i>Splendid Isle</i>	Swan 57	IMS	Charles Lacey	Newport Harbor
<i>Swiftsure</i>	N/M 68	IOR	George Folgher	San Diego
<i>Taxidancer</i>	R/P 68	IOR 70.0	Mitchell Rouse	California
<i>Travieso</i>	N/M 44	IOR 34.12	Ron Kuntz	Oceanside
<i>Troubadour</i>	Swan 46	IOR 33.97	RJ Diepenbrock	Corinthian

(* As of 2/23/89)

70 Association recently formed a technical committee to explore alternatives to the IOR rule. Chaired by George Griffith, the group consists of designers Alan Andrews, Bill Lee, Bruce Nelson and John Reichel.

Since 1985, rule changes have brought the ratings of many sleds down by as much as 1.5 feet, necessitating rebalancing, bumping up the rig and/or adding sail area to get back to the 70 level rating. "Continuing changes to the rule are disrupting the balance between the 21 sleds actively racing on the West Coast," claims ULDB 70 Association president Roy Disney, owner of *Pyewacket*.

According to the group's executive secretary, Tom Leweck, it's expensive enough just to keep existing sleds competitive — Paul Simonsen's SC 70 *Mongoose*, for instance, recently put on a new rig and sails, keel, rudder, and added 18 inches to the transom, all in an effort to improve downwind performance. But when

boats that aren't even launched yet — like Bob Doughty's SC 70 *Evolution* — have already had two booms made due to rule changes, the sled owners decided to take the situation into their own hands.

"Our goal is to maintain the value of the current fleet and reduce the expenses associated with re-optimizing the boats for every rule change," said Disney. "We also want to protect the existing yachts from new boats which could be designed to take advantage of the general rating reductions that have taken place in the past five years." The technical committee is currently looking at alternatives that include "freezing" the IOR rule in its present form or, even more drastically, writing a new rule designed to specifically handicap sleds.

Newport-Cabo: "Un Gran Evento"

Three weeks before the starting gun, 41 grand prix boats are signed up for March 11's biennial 790-mile sleigh ride

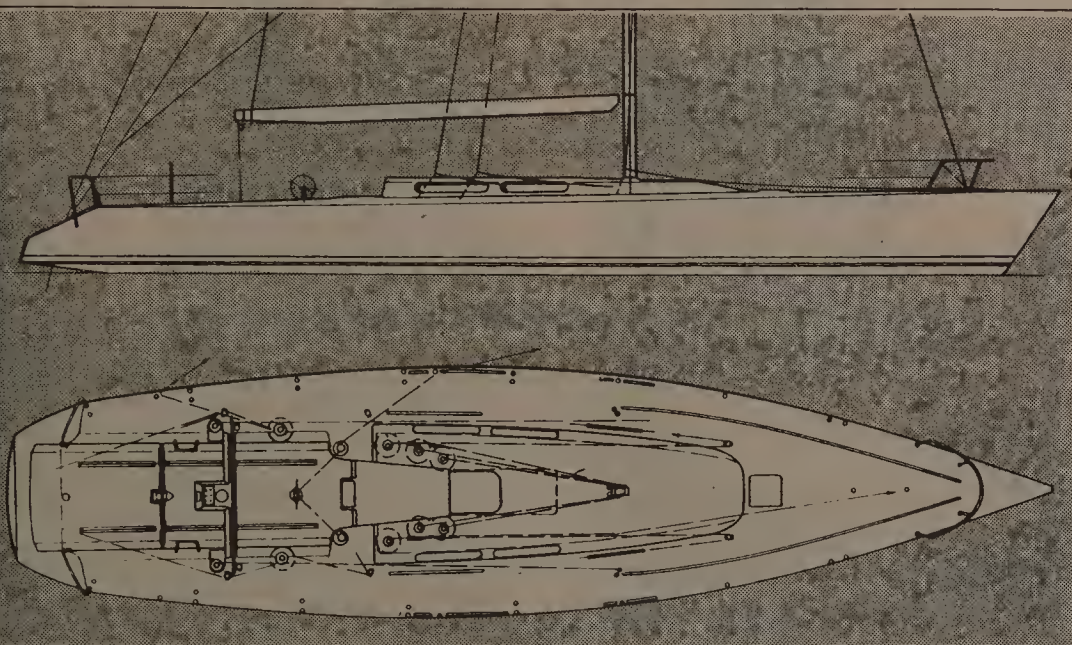
from Newport Harbor to Cabo San Lucas. Sponsor Newport Harbor YC is billing their race as "the best sailing event from the United States to Mexico", and certainly it has a lot going for it — it's the oldest Cabo Race of the current trio; it's held in the spring when there's wind; it's sailed under measurement rules, which racing aficionados prefer over the performance handicap rule; and it always draws a healthy fleet because it's traditionally been used as a tune-up for the TransPac.

This edition of the race, the tenth, is particularly noteworthy as IMS will be offered for the first time. In fact, this is the first major West Coast event to employ the new rule, and it will serve as a test run for IMS in the upcoming TransPac. Seven boats are entered in IMS now, and another half dozen are expected (entry deadlines were relaxed for IMS due to difficulties getting certificates). "We're all still learning about IMS, but it appears to be a godsend for Swans and older IOR boats," said race chairman Arthur Strock.

The most intense competition, however, will be among the 15-boat maxi ULDB class. Every West Coast sled except *Cheval* and *Maverick* (both apparently are at MEXORC), *Kathmandu* (on the hard at Anderson's in Sausalito) and *Cheetah* is entered. The race will mark the debut of two new sleds: *Chance*, a Santa Cruz 70 owned by Bob McNulty, and *Taxidancer*, Mitch Rouse's new "taxi cab" yellow Reichel/Pugh 70. McNulty, a good friend of Pat Farrah's, caught the sled bug two years ago when he obliterated the course record with his chartered *Blondie*, finishing in 2 days, 22 hours. That's an 11.28 knot average, and it's a record that could stand for a long time.

Both boats should be right in the hunt, despite being new and untried. Skip Allan, Mark Olson and John Jourdan will be among the crew of *Chance*, while *Taxidancer* will be pushed hard by Ed Lorence and Jim Pugh, among others. Other boats to watch include *Silver Bullet* and the remodeled *Mongoose*, but — at the risk of sounding monotonous — we'll pick Pat Farrah's red-hot *Blondie*, with Dennis Durgan and Ron Love aboard, to win again. In the process, Pat will have to beat his son Mike, who is sailing the family's other sled, *Ragtime*.

We'll pick Chuck Jacobson's *Allure* to stomp on the seven boat SC 50 fleet, with



we're happy to report that *Silver Bullet*, John DeLaura's quick new SC 70 pulled off a hat-trick — first to finish, first in the five-boat sled class and first overall in IOR. We were rooting for the *Bullet*, as a lot of Northern Californian sailors were onboard: Carlos Badell, Robert Flowerman (*Bullet's* BMW), Ian Klitza, Jeff Madrigali, Mark Rudiger and Mark Sims.

Fred Preiss' jumbo woodie *Christine* swept PHRF Class A and overall honors. Class B raced simultaneously under both PHRF and IOR, with *Deception* winning under PH and *Checkmate*, with Richmond sailmaker Norman Davant aboard as sailing master, taking IOR. Two boats dropped out for unknown reasons: *Auspicious*, a Choate 41, and the only Northern Californian entry, John Williams' Centurion 47 *Pericus*. Preliminary results follow; more next month.

IOR A — 1) *Silver Bullet*, SC 70, John DeLaura; 2) *Cheval*, N/M 68, Hal Ward; 3) *Grand Illusion*, SC 70, Ed McDowell; 4) *Maverick*, N/M 68, Les Crouch; 5) *Citlus*, SC 70, John Belanich. (5

competition coming mainly from *Ralphie* and *Octavia*. Picking other winners is harder, as ratings and class breaks aren't final yet. "We hope everyone has a fast, safe trip," said Strock. "But not too fast. Last time, it was pretty distressing — the boats got there so fast the raced committee didn't have any time to party!"

Bullet Bites Fleet in PV Race

All but three boats (*Elusive*, *Check-*

Taxidancer, Mitch Rouse's new R/P 70, will be a boat to watch in the upcoming Cabo Race.

mate, *Prima*) have finished Del Rey YC's 10th biennial 1,125-mile race to Puerto Vallarta as we go to press. Though about as well attended as a Salman Rushdie look-alike contest, the race, which started on February 18, was apparently a pleasant one for the 14 boats who made the trek. Details at this point are sketchy, though

MIDWINTER RACE RESULTS

Corinthian YC #1

The first two races of Corinthian YC's annual two weekend, four race (no throwouts) midwinter series took place on January 28-29. The popular regatta attracted 114 boats in 11 classes to the Raccoon Straits starting line for a long, oftentimes frustrating weekend of racing in big tides and almost no wind. Each day, the fleet limped over to Grissy Field buoy and back in conditions that tried crewmembers' patience and light air sailing skills. Post-race bar conversation invariably started with, "We were winning the whole thing until..."

Several boats, however, turned in notable performances in the fluky going: Irv Loube's *Bravura*, appearing in her only midwinter of the year, turned in a stellar 2.1 performance in the biggest fleet to claim "big boat" honors for the weekend. Loube used the weekend as a crew try-out for next summer's Admiral's Cup and One Ton Worlds — out-of-towners spotted among the talented crew included Robbie Haines and Geoff Stagg. Other noteworthy finishes were posted by Fred Voss' Express 34 *Sea Peptide*, which double-bulleted

PHRF II with Chris Corlett aboard, and R.W. Jenson's *Neji*, which sailed consistently to win the 15-boat PHRF V class by a large margin.

PHRF I (0-95) — 1) *Bravura*, Farr 40, Irv Loube, 2.75 points; 2) *Ringmaster*, Express 37, Leigh Brite, 6; 3) *Hana Ho*, Santa Cruz 50, Rolfe Croker, 8. (18 boats)

PHRF II (96-119) — 1) *Sea Peptide*, Express 34, Fred Voss, 1.5 points; 2) *Ozone*, Olson 34, Carl Bowers, 5; 3) *Expedition*, Express 34, Bartz Schneider, 6. (12 boats)

PHRF III (120-149) — 1) (tie) *Starbuck*, Black Sop, Don Bogart-Goring and *Screamer*, Capo 30 mod, Dick Horn, 2.75 points; 3) *Finest Hour*, Tartan 10, Lambert Thom, 8. (7 boats)

PHRF IV (150-191) — 1) *Ten Years After*, Schumacher 26, Moore/Schumacher, 6.75 points; 2) *Animal Farm*, Wylie 28, Rod Phibbs, 7; 3) *War Hawk*, Hawkfarm, Bill Patience, 7.75. (15 boats)

PHRF V (192 & up) — 1) *Neji*, Thunderbird, R.W. Jenson, 3.75 points; 2) *Toots*, Thunderbird, Curtis King, 8.75; 3) *Fury*, Farr 727, Lon Woodrum, 10. (15 boats)

NON-SPINNAKER — 1) *Zephyr*, Cal 2-27, Bruce Nesbit, 4.75 points; 2) *Tension II*, Cal 20, John Nooteboom, 5; 3) *Salacious Crumb*, Cal 20, Reid Casey, 7.75. (9 boats)

ULTRA-LIGHT — 1) *Salty Hotel*, Express 27, Mark Halman, 6 points; 2) *Witching Hour*, Olson

25, Keith Moore, 8.75; 3) *Abigail Morgan*, Express 27, Ron Kell, 9. (17 boats)

ETCHELLS 22 — 1) *Mr. Natural*, Bill Barton, 1.5 points; 2) *Libra II*, John Drayous, 4. (5 boats)

IOD — 1) *Bolero*, George Degnan, 1.5 points. (2 boats)

KNARR — 1) *Wintersmoon*, Bryan Kemnetzer, 1.5 points; 2) *Huck Finn II*, George Sayre, 4. (5 boats)

SOLING — 1) *Second Edition*, Mark Murray, 2.75 points; 2) *ORP*, James Bitter, 3.75; 3) *Brushfire*, Dan Afflereach, 10. (9 boats)

Sausalito YC Midwinters

The second of Sausalito YC's low-key weekend midwinter series occurred on January 28-29. Two short races were held on the Harding/Yellow Bluff/Knox course (aka "The School of Hard Knox") on Saturday, but Sunday's two races were cancelled due to lack of wind. The third and last weekend of racing in the sparsely attended SYC series was held as we went to press on February 25-26.

DIV. A — 1) *Camille*, Stewart 42, Bill Permar, 2.75 points; 2) *Riff-Raff*, Santana 35, Jack Air, 3.75. (4 boats)

DIV. B — 1) (tie) *Royal Flush*, Ranger 23, Dan Richard and *Margo*, Cal 2-27, George Adams, 3.75

THE RACING

boats)

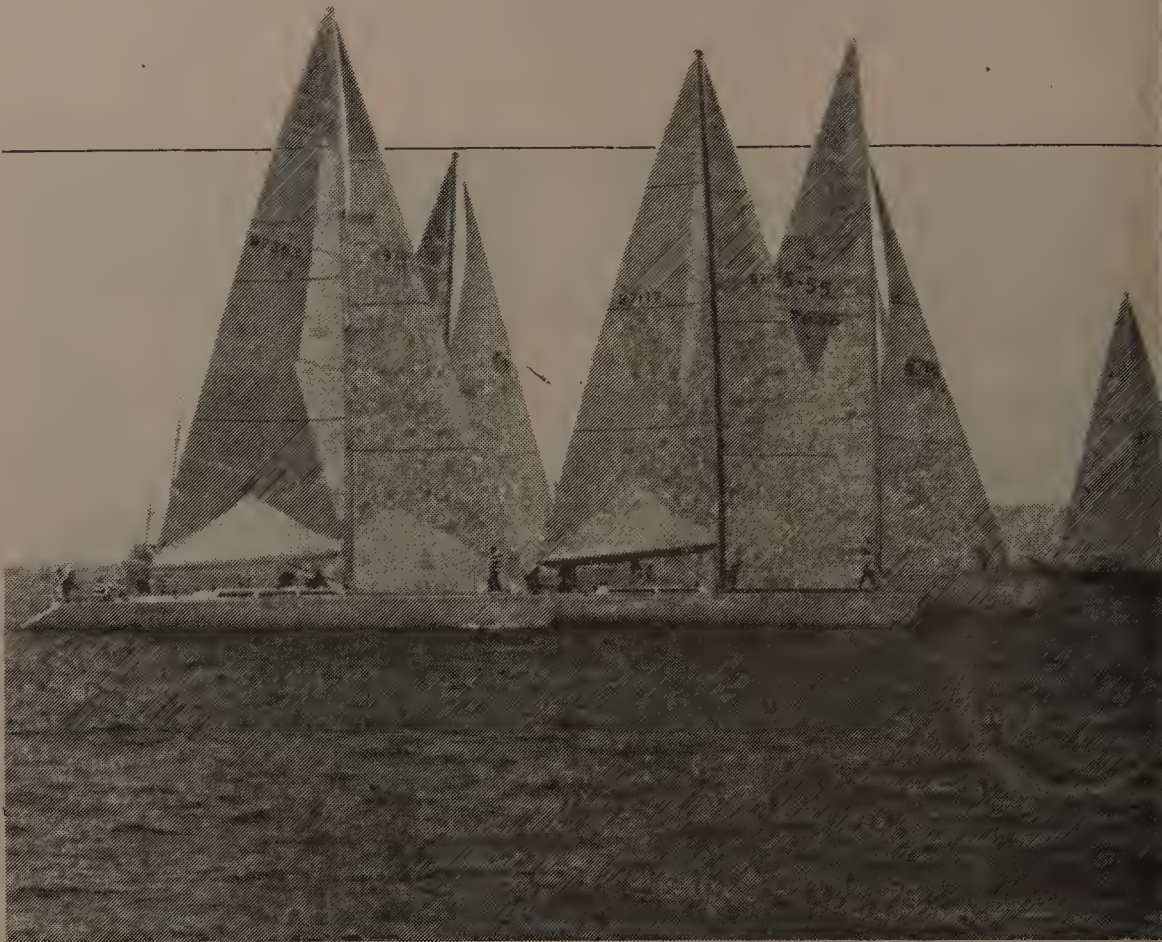
PHRF A — 1) **Christine**, Custom 84, Fred Preiss; 2) **Fastrack**, MacGregor 65, Michael Rankow; 3) **Lean Machine**, MacGregor 65, Tom O'Keefe. (3 boats)

IOR B — 1) **Checkmate**, Peterson 55, Monte Livingston; 2) **Deception**, SC 50, David Meginnity; 3) **Elusive**, SC 50, Reuben Vollmer; 4) **Prima**, Olson 40, Fred Kirschner. (6 boats; 2 DNF)

PHRF B — 1) **Deception**; 2) **Elusive**; 3) **Prima**; 4) **Checkmate**. (6 boats; 2 DNF)

SORC Underway

The 1989 Audi Southern Ocean Racing Circuit (SORC) is off and running as we head to press. A total of 58 boats are entered (10 in IOR; 14 in IMS; 34 in PHRF) in the 13-day, 7-race event, up from 44 last year. However, only 11 boats are signed up for the entire circuit, which started in St. Petersburg, Florida, on February 23 and will end in Miami on March 6. "We're up 30% from last year, and next year — especially with Audi committed to subsidizing entries for 15 regional winners of Audi-sponsored races from around the



country — we hope to grow another 30%," said SORC historian Wells Coggeshall.

Among the boats entered in IOR are three 50-footers: the newest *Gem* (which until three weeks ago was *Royal Blue*, the fractionally rigged Briand 50 which came in

The start of the Puerto Vallarta Race: *Cheval*, *Grand Illusion* and *Citius* in foreground.

second in the '89 Big Boat Series), the new *Windquest* and *Abracadabra*. However, none are doing the whole circuit, which

MIDWINTER RACE RESULTS - CONT'D

points. (4 boats)

DIV. C — 1) **Inshallah**, Santana 22, Shirley Bates, 2.75 points; 2) **Footloose**, Vanguard 33, Scott Foote, 5. (4 boats)

SCC Midwinters

The second and third races of the five race Sausalito Cruising Club midwinter series took place in moderate breezes on Saturday, February 4. Two short triangular races were held, each from Little Harding to Yellow Bluff, then to Harding and finish.

The last two races in the SCC series will be held on March 4.

DIV. I (0-169) — 1) (tie) **Hot Flash**, J/30, George Kokalis, TYC and Sangvind, Farr 48, Jerald Jensen, RYC, 2.75 points; 3) **George**, Olson 25, Steve Roberts, CSC, 6. (7 boats)

DIV. II (170-up) — 1) **Perezoso**, Excalibur 26, Denny Sargent, SCC, 2.75 points; 2) **Windfall**, Ranger 26, Roy Kinney, PYC, 8; 3) **Neblina**, Cal 28, Neil Mosher, CSC, 9.75. (11 boats)

DIV. III (non-spin.) — 1) **Shazam!**, Santana 22, Bud Sandkulla, IYC, 2.75 points; 2) **Inshallah**, Santana 22, Shirley Bates, SYC, 3.75; 3) **Amanda**, Newport 30 Mk. II, 7. (7 boats)

COLUMBIA CHALLENGERS — 1) **Shay**, Rich Stuart, SCC, 1.5 points; 2) **Osprey**, Jim Adams, SCC, 4. (4 boats)

GOLDEN GATES — 1) **Parjarita**, Rob

MacDonald, BVBC, 1.5 points. (2 boats)

TRITONS — 1) **Whisper**, Ken & Nancy Schopp, SCC, 1.5 points. (3 boats)

BEARS — 1) **Smokey**, Stephen Robertson, StFYC, 1.5 points; 2) **Watah Bear**, Tom McCarthy, SCC, 5. (5 boats)

Golden Gate YC Midwinters

The Arctic cold snap that gripped the western United States and broke 100 year-old record low temperatures in the Bay Area made for chilly sailing on Sunday, February 5. Nonetheless, while normal folks huddled by the hearth, 500 or so hearty sailors donned their long underwear, chipped the icicles off 92 different sailboats and went frostbiting in the third of four GGYC midwinter races.

The bigger boats had a 10.4 mile race (Crissy, Harding, Blossom, Crissy, Mason, finish), while the smaller boats had an abbreviated 7.2 mile version of the same course. With a moderate northerly breeze blowing against a healthy ebb, the only beat of the race — from Crissy to Harding — turned into a port tack fetch for the big boats. The 2-mile leg did provide something of a beat for the smaller boats, but the rest of the course was a quick,

connect-the-dots parade.

Rod Park's *One Tonner Jazz* continued her winning ways with another bullet in the IOR class. Park's crew for the series includes his son Malcolm, who is the primary helmsman, Toby Cooper, Bob Daniels, Eric Tjensvold, Rick Matthews and the crew's girlfriends. After three races, *Jazz* is the only undefeated boat in the fleet, thereby holding the inside track on the coveted Manny V. Fagundes Seaweed Soup Perpetual Trophy.

Three other boats — *Yucca*, *Punk Dolphin* and the Catalina 27 *Freyja* — have 1,1,2 records and are waiting in the wings to claim the trophy if *Jazz* stumbles in the last race on March 5. In the event of a tie, the Seaweed Bowl will go to the boat sailing in the largest class.

IOR — 1) *Jazz*, Beneteau One Ton, Rod & Malcolm Park, RYC; 2) *Camouflage*, Frers 45, Norman Davant/Al Schultz, StFYC; 3) *Irrational*, Peterson 41, Dan Donovan, SCYC. (10 boats)

PHRF I — 1) *Wave Runner*, Luffe 48, Lon Price, RYC; 2) *Punk Dolphin*, Wyllie 39, Jonathan Livingston, RYC; 3) *Re-Quest*, Express 37, Glenn Isaacson, SFYC. (12 boats)

PHRF II — 1) *Yucca*, 8 Meter, Hank Eason,



DARIEN MURRAY

(ex-Evergreen), a N/M 45 from Marblehead, Mass., should take IMS. The SORC Rally, the traditional tune-up the weekend before the SORC begins, went to the Holland 40 *Flying Star*.

The SORC, according to Wells, is "going back to its roots as a local ocean racing series for boats on each coast of Florida, with a handful of Northerners thrown in." Once again, no West Coast boats will be in attendance, though Belvedere's Dave Allen, who blitzed the '77 SORC with the legendary *Imp*, is chartering *Elad* for the Miami-Nassau Race, now a stand-alone event after the Circuit. "I've always enjoyed that race," claimed Allen, who's done it — and won it — more than a few times.

Race Notes

The envelopes please: *Sailing World* magazine presented their 12th annual **Medals of Achievement** last month, awards intended to acknowledge the best racing performances of the year in 11

categories. St. Francis YC was the big winner this year, as their members claimed three medals and one honorable mention. Singled out as the best One-Design Keelboat sailor of the year was **John Kostecki**; best Crew of the Year award, not surprisingly, went to Kostecki's henchmen, **Will Baylis** and **Bob Billingham**; best Offshore performance went to **Irv Loube** and his Farr 40 *Bravura*; and an honorable mention in the Offshore category went to **John Bertrand**, regular helmsman on *Fujimo*, tactician on *Propaganda* and skipper on the World Match Racing tour. Nice going, guys!

The 25th annual **Congressional Cup Match Racing Championship** will occur on March 13-19 in Long Beach. Put on by the Long Beach YC, this series remains the oldest, if not the best, event on the two-year-old World Match Racing Circuit. Despite persistent rumors to the contrary, the silver anniversary edition of the C-Cup will once again be sailed in Catalina 38s. This year's line-up of invited skippers starts

MIDWINTER RACE RESULTS - CONT'D

SFYC; 2) *No Name*, Olson 29, R. Leon, SOYC; 3) *Surefire*, F-3, J. & M. Carter, EYC. (13 boats)

SANTANA 35 — 1) *Flexible Flyer*, Mike Creazzi, SFYC; 2) *Wide Load*, Samuel Bonavich, MYCO; 3) *Swell Dancer*, Paul Rosenthal, BYC. (7 boats)

PHRF III — 1) *Louise*, E-22, B. Erkelens, SiFYC; 2) *Abba Zaba*, T-10, Matt Copenhaver, SFYC; 3) *Wave Runner*, T-10, K. Campbell. (7 boats)

PHRF IV — 1) *Wanderlust*, Ericson 35, Bruce Munro, SiFYC; 2) *Mistress II*, Farallon Clipper, D.G. Drath, SFYC; 3) *Sonata*, Lapworth 39, Frank Lockwood/Donn Weaver, RYC. (12 boats)

PHRF V — 1) *Boog-a-Loe*, Cal 29, Nancy Rogers, SFYC; 2) *Wahope II*, Newport 30, Walt Wilson, SFYC; 3) *Amanda*, Newport 30 II, Patrick Broderick, IYC. (8 boats)

PHRF VI — 1) *Toots*, T-bird, Curtis King, GGYC; 2) *Freyja*, Catalina 27, Ray Nelson, RYC; 3) *Jambalaya*, Ranger 26, John Rivlin, GGYC. (17 boats)

FOLKBOAT — 1) *Thea*, Tom Reed, IYC; 2) *Freja*, Ed Welch, GGYC. (4 boats)

KNARR — 1) *Red Witch*, Craig McCabe, SiFYC. (2 boats)

IOD — No starters.

BYC/MYCO Midwinters

The fourth and final weekend of the Berkeley/Metropolitan midwinter series occurred on February 11-12. In keeping with the rest of the series, the wind was excruciatingly light, limiting the racing to

the shortest course — a 4.4 mile triangle — each day. On Saturday, about half the fleet failed to drift around the race track before the time limit; on Sunday, everyone managed to finish what turned out to be a three-legged reach.

Next month, on March 25, all 25 division winners will compete in a pursuit race to determine the "Champion of Champions". Results of the weekend follow; we'll keep you in suspense about overall winners until next month.

SATURDAY SERIES:

DIV. A (0-144) — 1) *Mesmerize*, C&C 35, Todd Lee; 2) *Expeditious*, Express 34, Bartz Schneider; 3) *No Name*, Olson 29, Rodrigo Leon. (6 boats)

DIV. B (145-168) — 1) *Zot!!*, Choate 27, Bob Hrubes; 2) *Anna Banana*, Moore 24, Joe Durrett; 3) *Fast Freddie*, Olson 25, Jack Adam. (9 boats)

Olson 30 — 1) *Bottom Line*, Tony Pohl; 2) *Think Fast*, Albert Holt; 3) *Killer Rabbit*, Wm. Coverdale. (9 boats)

J/29 — 1) *J Spot*, Tom Fancher; 2) *Advantage*, Pat Benedict. (3 boats)

EXPRESS 27 — 1) *Frog in French*, Kame Richards; 2) *Mantis*, Rich Toffe; 3) *Desperado*, Mike Bruzzone. (11 boats)

SC 27 — 1) *Hot Flash*, Regine Boysen-Yee; 2) *Dynaflo*, Mark & Matt Dini; 3) *No Name*, Dave

Peddy. (7 boats)

J/24 — 1) *Knots*, John Notman. (11 boats; all others DNF)

(No finishers in 7 other divisions)

SUNDAY SERIES:

DIV. I (0-129) — 1) *Risque Business*, Soverel 33, Karen Anderson; 2) *White Knuckles*, Olson 30, Dan Benjamin; 3) *Magic*, Wylie 34, Jim & Malcolm Gregory. (8 boats)

DIV. II (130-165) — 1) *Magic Jammies*, WL-24, Charles Witcher; 2) *Zot!!*, Choate 27, Bob Hrubes; 3) *Loose*, Custom 24, Jerry Fisher. (7 boats)

DIV. III (166-188) — 1) *Roadhouse Blues*, J/24, Ray Williams; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Snow Job*, J/24, Bob Richards. (8 boats)

DIV. IV (169-195) — 1) *Grand Slam*, Cal 29, Fred Minning; 2) *Antares*, Islander 30 Mk. II, Larry Telford; 3) *Bad Dog*, J/22, John Walker. (6 boats)

DIV. V (196-207) — 1) *Freyja*, Catalina 27, Larry & Doug Nelson; 2) *Wildcat*, Catalina 27, Ernie Dickson; 3) *Wind Dance*, Cascade 27, Ken Price. (10 boats)

DIV. VI (208-up) — 1) *Jubilee*, Ariel, Don Morrison; 2) *Naressia*, Coronado 25, Bobri Tosse; 3) *Cinnabar*, Cal 25, Ed Shirk. (9 boats)

OLSON 29 — 1) *McDuck*, Peter McLaird; 2) *Tsiris*, Dan Nitake; 3) *No Name*, R. Leon. (5 boats)

EXPRESS 27 — 1) *Elan*, Steve Lake; 2) *Presto*, John Todd; 3) *Frog in French*, Sally Richards. (7 boats)

WABBIT — 1) *Ricochet*, Gene Harris; 2) *Mr.*

THE RACING

with Steve Steiner, owner of the Choate 58 *Blacksilver*, and Olympic medalist John Shadden, both sailing for the host club. Four other Americans join the hometown boys: John Bertrand (StFYC), Peter Isler (San Diego YC), Bill Lynn (New York YC) and two-time winner of the crimson blazer Dave Perry (Pequot YC).

The rest of the field is made up of defending champion Peter Gilmour (Australia), Rod Davis (New Zealand), 1987 winner Eddie Owen (England), and Makoto Namba of Japan's Nippon Ocean racing Club. If any of these ten international luminaries drops out, fear not — the alternate list includes the likes of Chris Dickson (New Zealand), Pelle Peterson (Sweden), John Kosteki and others.

The **Salem ProSail Series**, which concluded a successful three-regatta inaugural series in Miami in December, recently announced that it will not allow trimarans to compete in the series in 1989. That decision cuts *Team Adrenalin*, the articulating-ama'ed high tech tri that many

thought was the fastest boat of the bunch, and the relatively slow *Earthwatch* out of the running for the \$500,000 series. "ProSail is a developmental, one-design class," said Sid Morris, the organization's executive director, "and we've chosen catamarans as that class." The 1989 series will get underway on April 5-9 at Wrightsville Beach, N.C. The rest of the schedule is as follows: Annapolis (May 3-7); Newport, R.I. (June 21-25); San Diego (Sept. 6-10); San Francisco (Sept. 13-17); and Miami (Oct. 25-29).

Twelve red-hot **50 footers**, all of which rate at or near 40 under the IOR rule, participated in the first 50 association regatta of the year in Florida in mid-January. The light air six-race, one throwout series was held in conjunction with Key West Race Week. The winner, by only one point, was the brand-new fractionally-rigged Farr 50 *Carat*, owned by Victor Forss of Sweden and sailed by Larry Leonard. *Champosa V*, Mark Morita's N/M 50, was second, thanks to a new keel

and an afterguard consisting of Paul Cayard, Bruce Nelson and Gary Weisman. *Infinity*, John Thomson's N/M 50, was third with Ken Read driving.

According to Sausalito's **Scott Inveen**, who was *Champosa's* mastman for the series, "The new *Carat* is even lighter and more stripped out than her sistership, *Great News*. It looks like a One Tonner down below!" Still, the new boat — rumored to cost a cool million — barely nipped *Champosa*, which would have run away with the series if they hadn't lost a port/starboard protest in one race. The next 50-footer regatta will be in Miami on March 9-12, where another new Farr 50, *Windquest*, will join the circuit. From there, the 50s head for Newport, R.I. for a spring regatta, Block Island Race Week in June, and a fifth regatta at a to-be-determined site, possibly in the Great Lakes. The highlight of the year will be November's Mark (*Champosa*) Morita-sponsored regatta in Japan, which 12 boats are planning to attend.

MIDWINTER RACE RESULTS - CONT'D

McGregor, Kim Desenburg. (3 boats)

OLSON 25 — 1) *Dog Lips*, Bruce Bates; 2) *Pearl*, Bill Riley; 3) *No Name*, Bill Thurman. (12 boats)

SANTANA 22 — 1) *Anemone*, Hank Lindemann; 2) *Rude Boys*, Frank Healy; 3) *Carlos*, Robert Ward. (5 boats)

Encinal YC Jack Frost Series

A total of 56 boats participated in the fourth race of Encinal YC's six-race Jack Frost Series on February 18. Conditions were "frosty", as a light rain and moderate southerly breeze combined to make the 8.4-mile double triangle race a soggy and cold one.

DIV. A — 1) *First Class*, Express 37, Bill Stauh; 2) *Surefire*, Frers F-3, Jon Carter; 3) *Clipper*, Olson 40, Howard Sacks. (11 boats)

DIV. B — 1) *Glory Days*, Pretorain 35, Andy Rothman; 2) *Norseman*, Norseman 400, Mike Roper; 3) *Espirit Victorieux*, First 35, Joe Melino. (7 boats)

DIV. C — 1) *No Slack*, Olson 25, Bill Thurman. (2 boats)

DIV. D — 1) *Grand Slam*, Cal 29, Fred Minning; 2) *Kamala II*, Ranger 29, Bill Keith; 3) *20/20*, Cal 29, Phil Gardner. (7 boats)

DIV. E (Catalina 30s) — 1) *Revision*, David Jacoby; 2) *Mona Too*, David Halaby; 3)

Outrageous, Ken Speer. (10 boats)

DIV. F — 1) *Cinnabar*, Cal 25, Ed Shirk; 2) *Moonstone*, Nightengale, Fred Soltero; 3) *Sea Saw*, Cal 20, Fred Wanner. (6 boats)

DIV. G (Non-spinnaker) — 1) *Something Special*, J/35, B. Frolich; 2) *Therapy*, Sabre 34, Bob Killian; 3) *Skedaddle*, Ranger 29, Nancy Farnum. (9 boats)

DIV. H (Islander Bahama 24s) — 1) *Menehune*, Sandl Sheets; 2) *Artesian*, John & David Adams. (4 boats)

Corinthian YC #2

The second half of the Corinthian YC midwinter series occurred on February 18-19. Each day the 90-boat fleet started in front of CYC's beautiful white clubhouse, beat up to Little Harding with number one jibs, then set spinnakers towards the North Bay. The big classes rounded Southampton Shoal, then headed for a buoy up near Red Rock, then beat back to the finish. The little boats followed, but skipped Southampton Shoal.

A vicious 4.5 knot ebb tide impeded progress back through Raccoon Strait, but fortunately winds were moderate and steady both days, enabling everyone to finish. The favorable conditions also enabled boats in seven of the 11 divisions

to turn in snake-eyes for the weekend.

Results of the second weekend follow; overall results will appear in these pages next month.

PHRF I (0-95) — 1) *Hana Ho*, SC 50, Rolfe Croker, 4.75 points; 2) *Ringmaster*, Express 37, Leigh Britte, 6; 3) *Leading Lady*, Peterson 40, Bob Klein, 8. (10 boats)

PHRF II (96-119) — 1) *Wild Goose*, Nordic 40, Jim & Sue Corenman, 1.5 points; 2) *Sea Peptide*, Express 34, Fred Voss, 4; 3) *Petard*, Farr 36, Keith Buck, 7. (10 boats)

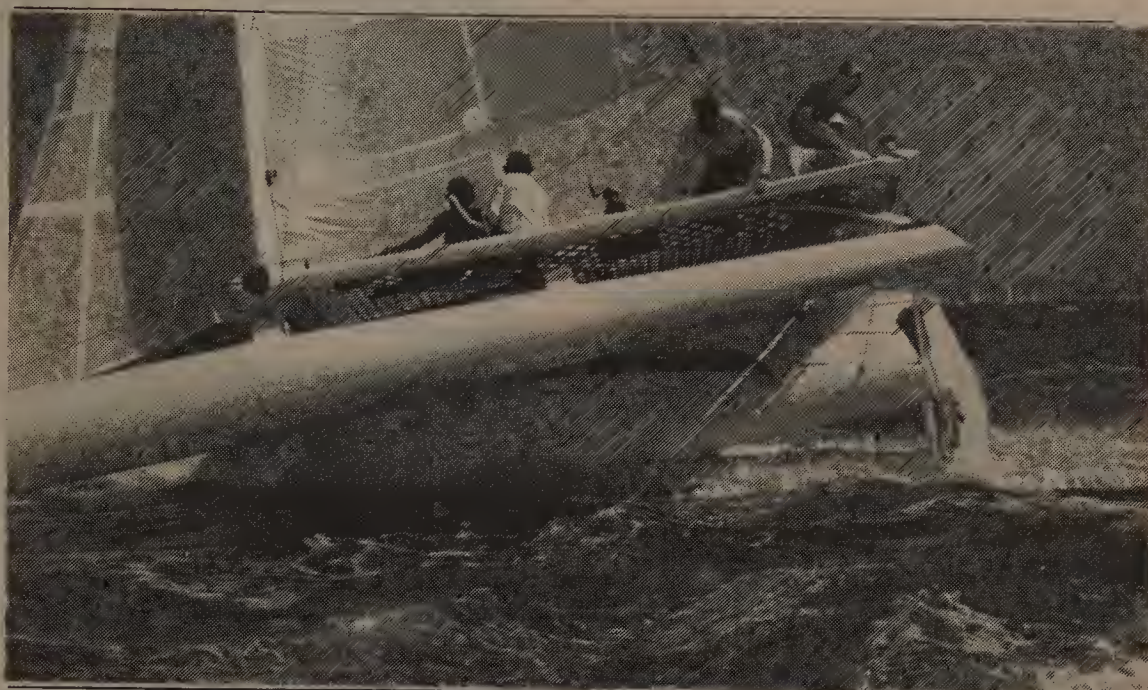
PHRF III (120-149) — 1) *Limelight*, J/30, Harry Blake, 1.5 points; 2) *Finest Hour*, Tartan 10, Lambert Thom, 2.75; 3) *Screamer*, Capo 30, Dick Horn, 8. (9 boats)

PHRF IV (150-191) — 1) *El Gavilan*, Hawkfarm, Jocelyn Nash, 1.5 points; 2) *Ten Years After*, Schumacher 26, Moore/Schumacher, 5; 3) *Animal Farm*, Wylie 28, Rod Phibbs, 6. (12 boats)

PHRF V (192 & up) — 1) *Neji*, T-bird, R.W. Jensen, 1.5 points; 2) *Fury*, Farr 727, Lon Woodrum, 4; 3) *Toots*, T-bird, Curtis King, 6. (10 boats)

NON-SPINNAKER — 1) *Aolele IV*, Cal 20, Julian Barnett, 1.5; 2) *Zephyr*, Cal 2-27, Bruce Nesbit, 4; 3) *Salacious Crumb*, Cal 20, Feld Casey, 7. (7 boats)

ULTRA-LIGHT — 1) *Think Fast*, Olson 30, Al Holt, 1.5 points; 2) (tie) *Salty Hotel*, Express 27, Mark Halman and *Impulse*, Olson 30, Barry Daniel,



LATITUDE/JR

Why they call it adrenalin. Salem ProSail recently banned trimarans like *Adrenalin* (above) — an inevitable step.

month for the rest of the year. In the past, more than 50 boats have signed up for the four divisions of PHRF racing. Best of all, the entire season only costs \$15 to enter. Interested? Call SBYRA Chairman Ed Rank at 462-6315.

March, the month between the end of midwinter racing and the beginning of the summer season, has something for everyone. On March 11-12, there's the popular **Big Daddy Regatta**, which Richmond YC is billing as "the first major regatta of the year for normal people". The following weekend is Berkeley YC's 17th annual **Wheeler Memorial Regatta**, which they've dubbed "the original summer tune-up". Meanwhile, on three consecutive weekends beginning on March 4-5, the Saint Francis YC will host its annual **Spring Invitationals** for keelboats, dinghies and one-designs. Call the respective yacht clubs to enter.

Eight people have already signed up for the 27,000 mile solo **BOC Challenge 1990-91**. Among the entries is a 43-year-old grandmother, Jane Weber of Toronto, Canada. A total of 35 entries are expected for the third running of this macho marathon event, generally acknowledged as the most difficult yacht race in the world. The race, which starts in Newport, R.I., on September 15, 1990, makes three mandatory stopovers: Cape Town, South Africa; Sydney, Australia; and Punta del Este, Uruguay.

Last month, two local boats — for once, not *Bravura* or *Blade Runner* — made the covers of two national magazines. **Ringmaster**, Leigh Brite's Express 37,

appeared on the front of *Sail* magazine, while Larsen sailmaker Dave Hodges, casually attired in shorts and bare feet, was captured concentrating at the helm of the SC 50 *Octavia* on the cover of *American Sailor*. A good picture — and they both were excellent — is still worth a thousand words...

1989 marks the inaugural year for the **USYRU/Rolex Junior Sailing Team**, an honorary team intended to annually spotlight the achievements of 18 to 23 of the nation's best junior (19 and under) sailors. As part of the deal, the good guys at Rolex Watches, U.S.A., will also become the title sponsor for the USYRU junior sailing championships (Sears, Bemis, Smythe, Mass. Bay), whose winners will take seven slots on the new team.

Six other positions will be filled by the winners of the U.S. Youth Sailing Championships; one winner from the U.S. Junior Women's Sailing Championship; up to six members will be sportsmanship winners; and as many as three will be selected at large. The members of the team will be announced in August — and no, the kids won't be getting Rolexes as part of the deal. Still, the national recognition of making the team should create more interest and excitement in junior sailing — good news for the future of our sport.

Speaking of junior sailors, the Richmond YC junior sailing program and the San Francisco Bay Sailing Association will be holding a **silent auction** on April 2 to unload surplus equipment, including a dozen or so dinghies (three FJs, one 470, one 420, four El Toros, 2 Lasers and a Hobie 14). The auction will take place between 9 and 5 at RYC's dry storage pen -- call RYC at 237-2821 for more details.

January was an uncharacteristically tough month for **Dennis Conner**: first he lost the gimmicky pre-Super Bowl Formula 40 contest to the Mouth of the South, Ted Turner. Then, halfway around the world, he got beat up pretty badly by Iain Murray in a seven race match racing event called the **12 Metre Challenge**. It was billed as a rematch of the '87 America's Cup, though this time the event was sailed in the *Kookaburra* twins, *III* and *II*. Murray won the event in the sixth race when DC, desperate to catch up to the Aussies, sailed too close to an island and parked *KIII* on a rock, ultimately having to be towed off. Hey, no one's perfect.

The **South Bay Yacht Racing Association** is once again gearing up for an eight-race season beginning March 18-19. That's when the Coyote Point YC will host a kickoff party on Saturday the 18th, followed by the season opener on the 19th. Races, which are sponsored by three yacht clubs (Coyote Point, Sequoia and San Leandro) are spread out roughly one per

6 points. (10 boats)

ETCHELLS 22 — 1) *Boxes*, Dewey Hines, 4 points; 2) *Libra II*, John Dreyfous, 6. (6 boats)

IOD — 1) (tie) *Bolero*, George Degnan and *Whitecap*, Tom Allen, 2.75 points. (2 boats)

KNARR — 1) (tie) *Wintersmoon*, Bryan Kennetzer and *Gannet*, Bob Thalman, 2.75 points. (5 boats)

SOLING — 1) *QRP*, Jim Blitter, 1.5 points; 2) *Incisor*, Ken Grayson, 5; 3) (tie) *Second Edition*, M. Murray and *Lone Jack*, L. Benson, 8. (9 boats)

Santa Cruz Midwinters

Twenty-eight boats spent several hours limping around a shortened 2.5 mile course in last month's Santa Cruz YC midwinter race. "It drizzled all day, it was foggy and there was no wind," was how our telephone contact summed up the afternoon of February 18.

DIV. I — 1) *Animal House*, Olson 30, Matt Lezin/Tom Akrop; 2) *Outrageous*, SC 40, Rick Linkmeyer; 3) *Pacific High*, SOB 30, Snyder/Olson/Bassano; 4) *Octavia*, SC 50, Stewart Kett; 5) *Northern Lights*, Sant 35, R. Neatherly. (15 boats)

DIV. II — 1) *Snafu U.*, Moore 24, Tom Connerly; 2) *Mooregasm*, Moore 24, Morgan Larson; 3) *Speedster*, Moore 24, Jim Samuels; 4) *Night Hawk*, Hawkfarm, John Siegel; 5) *Manawahi*, Olson 25, Roger Douglas. (13 boats)

CHANGES

With some cruising tips from Greg and Val Gillen in **Zihuatanejo**; two communiques recommending **New Zealand**; a long piece on cruising in **Europe** from Martin and Joyce Aalso; another thumbs up for **Costa Rica**; a list of members of the Mexico Class of '88/89 continuing on for the **South Pacific**; more on cruising **Baja**; still more on **Puerto Vallarta**; and the usual **Cruise Notes**.

Grimsby - Cal 39 Greg & Val Gillen Zihuatanejo (Los Altos)

After all the years of reading *Latitude* 38's great articles on cruising in Mexico, it's pretty incredible to actually be here. The inspiration provided by your magazine probably has a lot to do with all the Bay Area boats we've met along the way.

We took your advice and headed south for Zihuatanejo after spending the month of December in Cabo San Lucas. Cabo was a lot of fun; we were the 81st boat to check in at Papi's and they were in the high 200's when we left. But Z-town is what we came for. There are about 15

that are working out real well for us:

1. Soft-sided coolers. We bought a large and small "Arctic Pack" from Joan Cook, Inc. 3200 S.E. 14th Ave, Fort Lauderdale, FL 33316 (although they are bound to be available other places and in mail order catalogs). The big one is great for taking to the *mercado*, because it's usually hours before we get back to the boat. The small one is ideal for taking a few *cervezas* to the beach. You can use regular or blue ice in them, and they fold flat when not in use.

2. Ziplock bags from Bradley's Plastic Bag Co., 9130 Firestone Blvd., Downey, CA 90241, (800) 621-7864 for calls from inside California. The bags come in many sizes, from about 2" x 3" up to 13" x 18", and are 4 mils thick. You have to buy 100 of a size, but they get used up fast and you'll want to bring a lot with you. I just ordered my third 100 of the large size. The small ones we use for parts, the large ones for clothing, sheets, towels, etc.

3. A dinghy bridle, which allows you to hoist the dinghy and outboard with a spinnaker (or other) halyard, nestling it in the lifelines with the motor supported by a stanchion. It not only prevents growth on the bottom, but is a good security measure.

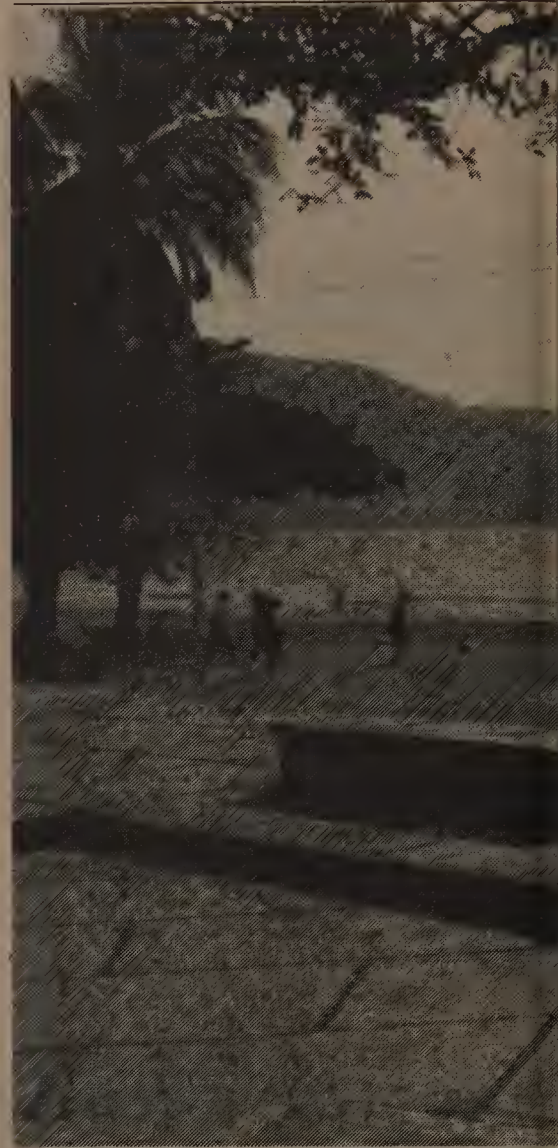
4. Nalgene bottles from REI. These come in many sizes, from a few ounces up to two quarts. They are a labware type plastic with very good caps, and don't take on the odor of the liquid stored inside. We have liquor, milk, olive oil, acetone, mineral spirits and many other liquids stored in them.

5. Calling cards with your names, boat name and hailing port, ham call signs, mailing address, etc. These are very nice for exchanging with people you meet.

6. A sturdy cockpit bimini that you can sail with — and that will stay up at anchor when there's lots of wind. They're a real skin-saver.

7. A battery-powered typewriter. If you don't have a computer aboard, it gives you a primitive level of word processing which is still much easier than writing. My Casiowriter CW-16 runs for about ten hours on 4 D cells.

8. A water purifier that will filter



bacteria. We have an Evrkleen unit we ordered from Defender in New York; so far so good.

9. Little 'hammocks' for storing fruits and vegetables. We didn't anticipate the need for these, but with the heat down here you can't put produce in lockers where there isn't good air circulation.

10. The 'Cruiser's Guides' put out by either PMS or Downwind Marine in San Diego. Both are full of very detailed lists of things that will help you get ready for warm weather cruising. PMS was a great help to us getting outboard parts to Cabo San Lucas.

11. Bring lots of U.S. postage stamps. The best way to send mail from Mexico is to send it back with people going to the United States.

We gave up our slip and sold our last car in June of 1988 and headed up the Delta to relax from all the preparations and to finish up some projects. We ended up staying there for 2.5 months — and it turned out to be an excellent test of our on-the-hook systems, especially electrical and refrigeration. We shook some bugs out and were able to get whatever we needed for modifications on our way back through



LATITUDE/RICHARD

While prices in Mexico have shot up lately, certain necessities of life can still be purchased for 20 cents a bottle.

boats in the bay, the beaches are great, shopping in the *mercado* is a real adventure, and you can watch the nightly basketball game on the waterfront for entertainment.

The following are some of the things



LATITUDE/RICHARD

the Bay. If you can't spend a couple of months at anchor before you take off, we recommend you live off your boat systems in the slip, disconnecting the shore power. You'll learn a lot! We've met a lot of people in Mexico who are learning the same things we got out of the way in the Delta. And while it's not impossible to solve such problems in Mexico, it's certainly easier in the United States.

We're headed north from here and will be at Race Week in the end of March. After a summer in the Sea of Cortez, we'll head south and east slowly, with a long range plan that puts us in the Med four or five years from now. We chartered in the Aegean in 1984; our goal is to return there on our own boat so we can really enjoy the area.

As a final note, we can only endorse the "go now" advice. It's great!

P.S. Prices in Mexico are now a lot like in the States; some are even higher. But Corona beer is 20 cents a bottle when you buy cases at the *deposito* (after you pay the deposit); we can handle that.

— val and greg 1/19/89

Val & Greg — Your list of suggestions

The Z-town beachside basketball court, site of some the most savage hoop contests ever held.

is excellent — except for the fact that you didn't include a recommendation for a good flashlight. For eight long years we've searched to find a flashlight that we feel adequately meets a cruiser's needs. We think we finally found one last month — it's expensive as hell — and if it continues to do the job in the next few months we'll pass the word along. Meanwhile, we're all ears on flashlight suggestions.

Genesis — Baba 30
Greg & Kathy Wines
Opua, Bay of Islands, N.Z.
(Seattle)

This is our 'thank you' to the couple from Northern California (sorry, we can't remember your names) who, while on vacation in Rarotonga, gave us the previous four month's *Latitudes*. For a couple of cruising sailors who hadn't seen a sailing magazine in quite a while, they were a real treat! We enjoyed them cover to cover before passing them along to other cruisers.

We're now in Opua, New Zealand,

having made a 17-day passage from Rarotonga. Our weather ran the gauntlet from 30 knot winds to mill pond calm. The Bay of Islands are beautiful, and we plan to stay here until April. We left our homeport of Seattle in July of 1987, and have since cruised Mexico, French Polynesia, the Cook Islands and New Zealand. We plan to return to French Polynesia next year via the Austral Islands.

A note of interest for anyone heading to New Zealand: checking in is quick and easy at Opua where the officials are very friendly. A visa is not required before you arrive, but the Customs man suggested that it makes things easier for everyone if you obtain one in advance. We received a three-month visa on arrival, which we'll have to renew in Auckland. If you get a visa before you arrive in Fiji, Tonga or Rarotonga, you receive a six-month visa. New Zealand publishes an informative pamphlet for yachties planning to visit. We got ours by writing the consulate in Los Angeles.

— greg & kathy

Nanok - Roberts Spray 40
Martin & Joyce Aalso
Poland to Spain
(Alviso)

I can't remember when we last checked in, but more than likely it was from somewhere in Denmark. We cruised



United States stamps — don't leave home without 'em.

around that lovely place before making a detour to Poland. (We'd already obtained visas in Copenhagen).

CHANGES

We entered Swinoujscie on the border of East Germany with some trepidation, having no idea of what to expect. Well folks, it was fantastic! What the place lacked in physical beauty was more than made up for by the wonderful people. A captain of a tugboat insisted we tie up to him; he then became our friend, guide and banker. Several times we were invited to his apartment, where we met his two lovely daughters, one of whom spoke some English.

The official rate for the dollar in Poland is 400 zlotys, but *anybody* on the street would give you 1200 to the dollar. Though you can buy all the basics inexpensively, goodies like videos, tapes, whiskey, chocolate, oranges and foreign cigarettes can only be purchased in certain stores and only with foreign currency. Needless to say, we exchanged all our currency with Francek, our tugboat captain friend.

One day we took a hovercraft 40 miles to the ancient city of Stettin and spent the day sightseeing. Unfortunately, we had only requested a 5-day visa and our time in Poland was up way before we wished.

Checking out was more involved than checking in. First our film was taken from us. We were told it would be developed and later sent to us free of charge. Next an attractive female Customs agent rummaged through the boat. Finding nothing, she strip-searched first mate Joyce and crew Ingrid. Ramon, another member of our crew, wanted to be stripped searched also, but was refused amid much laughter. Then we received a stern lecture on the perils of having not declared our television, stereo, heirloom jewelry and all the other valuables that accumulate aboard a cruising boat. Nobody had asked us about them when we checked in. Although stern, the lecture was given in a civilized and friendly manner.

Navigating away toward Germany is so easy you don't need a chart. Just keep the East German patrol boat on your port. When the patrol boat finally leaves, Kiel is 50 miles dead ahead. Our trip through the Kiel Canal was uneventful — but then came the dreaded North Sea. Leaving the Elbe River, we started with a nice reach to the island of Helgoland, but then the wind veered to the north. Soon the seas took on

a familiar but horrible steep shape. The last 20 miles to Helgoland took six uncomfortable hours, but it was worth it.

Our visit coincided with their biggest Holy Day and the grandest fireworks we have ever seen. Then several hundred racing sailors arrived from Ostende, Belgium. They were all tired when they arrived, but not so tired that they couldn't party until 6 in the morning. It was hilarious watching them trying to make their way out to their boat, which might well have been the 25th boat rafted out from the dock. When we awoke in the mornings, we never knew if we'd be the 3rd, 10th, or 15th boat out from the dock. Even our dog Otto gave up barking when somebody scrambled over our decks.

Filling our tanks with 60 cents/gallon diesel, we left late one afternoon for Holland. It was a nice reach for 70 miles, but with 15 miles left to go, guess what? Force 7 winds. We motored in over shoal water between outlying islands in all that wind. It was *not* fun. Arriving at the placid waters of the Dutch canals was such a treat!

We spent several weeks on the canals,



averaging about 20 miles a day. There are so many beautiful old towns and thousands of black and white cows scattered all over the countryside. The Indonesian food is great — and there's nothing wrong with the local beer.

Eventually we made it to Amsterdam, which is unlike any place we have ever seen. Window-shopping the red light district is something to behold. As for drugs, any kind you want is available in any cafeteria. Amsterdam itself is criss-crossed houseboat-filled canals, and all the houseboats have liveaboards with pets. It would be enough to make any member of the BCDC foam at the mouth.

The problem with the Netherlands is the Customs officers. It seems they have hired a lot of the longtime unemployed youth for that service. Sort of a 'raise you right hand and swear to God you will hassle all foreign yachties'. Perhaps it isn't *that* bad, but when you're visited every day by different Customs officials in faded Levis with punk hairdos, you tend to get confused. One day I was asked if I had any weapons aboard. When I admitted I had a trusty shotgun (which had never



LATITUDE/RICHARD

of Joyce (USA) and Ramon (Venezuela); but returned two hours later with two gendarmes to cross out the stamps. At least we were allowed to leave.

People are strange in France. We met a guy in Northern Spain who had left England in a rigless old fishing schooner he was going to have rebuilt in Portugal. He got pulled into Cherbourg where he was fined \$750 for having an unseaworthy vessel in French waters. He got some money wired over from England, paid the fine, and was allowed to depart across the dreaded Bay of Biscay — without having made any repairs or improvements!

The Bay of Biscay was easy on us. We had very light winds all the way down to Lisbon. The fjords of Northern Spain were like a fairyland, clouded in mists with the sun breaking through every now and then. The food and wines of the region were hearty and down-to-earth.

We thoroughly enjoyed Portugal. It was kind of old and funky, but everything was always right there at the dock; the open market, stores, bars, and places to sample the famous port wine. Although many European countries won't fill U.S. propane tanks, they would in Portugal. It was cheap, too!

It was in Portugal that we finally began seeing other U.S. boats, most of them from the East Coast. Coming into Lisbon, we had to fight a three-knot adverse current. It was slow, but gave us a grand opportunity to view the waterfront. It was very crowded, and we couldn't find any space in the various marinas, so we had to pull into a commerical basin and tie up to a tidal wall.

It so happened we ended up next to a giant red catamaran, *Cote D'Or II*, which Eric Tabarly and his brother had entered in a race from France to Senegal. They experienced hydraulic problems with the two centerboards in the amas while crossing the Bay of Biscay and wasted valuable time fixing things. When they got going again, it was balls out. The story is that they covered 700 miles in 20 hours, and once hit 42 knots! Eventually they lost control and the cat flipped. They were picked up by the Portuguese Navy, which refused to save the cat, saying their only duty was to preserve human life. A fisherman came upon the cat and towed it to Madeira, where it was sold to a young

man from Lisbon. Amazingly, the cat was in perfect shape except that the mast had been sheered off. Tabarly himself came by while we were there, wanting to buy the cat back. But the young Portuguese man had already gotten sponsorship for himself and was eager to try his own hand at racing!

Lisbon is big city stuff and much of it was cordoned off because of a massive fire that had roared through earlier in the year. Our next stop was Vilamoura on southern Portugal's Algarve coast. New and expensive, we didn't much care for it, but a lot of folks winter there because the security is A-1. You can't even go for a daysail without checking out with Customs!

So we continued on to the great river of the Arabs, the Guadalquivir, and 54 miles up to Seville. Talk about *deja vu*! It was like going home; home being up the Guadalupe River to Alviso. The Guadalquivir is three times as wide as the Guadalupe, but has the same blue and white herons, the same shallows on the outside curves, and the same occasional shacks. The illusion is shattered, of course, when a big ship comes barrelling down at you.

Seville is a wonderful city full of things to see dating back to Roman times. After a week, we haven't even scratched the surface. It seems we can get work here, although not at U.S. wages. Nevertheless, it will enable us to refill our bilges. For company we'll have four other U.S. yachts and 6 or 7 European boats that will also spend the winter. It should be a nice community. The Club Nautico the Pardey's described is still here, but charges \$15/night. So we're staying at the other side where it's \$5/night for a 40 footer.

We still plan to cross the Atlantic to Brazil in February, and then continue on to the Panama Canal. But you never know, because we've having such a great time. We hope everyone back home doing well also.

P.S. We just got the September issue of *Latitude* from Long Beach-based *Dazzler*. We enjoyed it very much!

— martin, joyce & otto the dog 10/18/88

**Foxglove — Freya 39
Roy & Tee Jennings
Costa Rica
(Inverness, CA)**

One of the best parts about cruising is making new friends.

been fired), it was confiscated along with 50 shells. I was never to see them again. The Chief of Police explained that it was illegal to possess a gun without permission and that the fine was more than the shotgun was worth. He suggested I leave Holland before the trial. It seemed like a sensible idea, so I did.

Once again we headed into the North Sea, and once again it was nasty. We started to rewrite the lyrics to Willie Nelson's *On The Road Again*. "On the nose again . . ." it goes. We haven't gotten past the first line.

Dodging ship traffic in a calm English Channel is another way to change your appearance. In a few easy days you take on the distinguished but older look of Ricardo Montalban. Our progress was so slow that we made an unscheduled stop in Cherbourg to get some groceries. What a mistake! We pulled in and got the good news: it would only cost \$30 to dock. Then the bad news: a very ambitious Customs lady gave put entry stamps in the passports

CHANGES

In the August issue you asked for comments about the Costa Rica YC. We can verify that they offer all the amenities listed by their president. In addition, it's a good, super-safe place to leave a yacht while travelling inland to see the country. We left *Foxglove* unlocked and wide open for three days — and no problems! Mario, in the restaurant, and Dough, in the marina, both speak excellent English and are very helpful. However, there may not be deep enough water at the Travel-Lift and it may not have the capacity to haul such boats as our Freya 39 which draws a little more than six feet.

If a haulout were necessary in Puntarenas, we would do it at Pacific Marine. The people are nice and helpful and appear to have good facilities.

Here in Golfito, Los Gaviotes, on the southeastern shore of the bay, is a really winner, too. They offer most things yachties would like including water at the pier and

For us, Costa Rica has been a very, very pleasant surprise. Yet another surprise has been meeting up with two cruising yachts we'd last seen in the Indian Ocean back in 1985; *Aquila* from Canada and *Windy Lous* from South Africa. We're now getting updated on the whereabouts of many old friends.

We hope to transit the Canal in 10 or 12 days.

— tee & roy 1/24/89

South Pacific Bound

We've been having lots of meetings at Papi's on various matters of interest to cruisers. Recently, all the cruisers in town headed for the South Pacific got together one afternoon at a local restaurant — but after too many margaritas couldn't really get down to business. The 'working' part of the meeting was postponed until the next morning at Papi's. In any event, here's a list of the boats headed to the South Pacific:

Allegra, a Spencer 42 sloop from Vancouver, B.C. with Ian Monsarrat and Barbara Angel.

Arbaleste, a 36-ft ketch from Cowes, England with John Terfloth and Jean Brooks. Ham call sign N6TWP, general.

Caduceus, a Spencer 53 ketch from Seattle with John, Annette and Elanora (8) Mazarrella. N7MDF, general.

Colombine, a 41-ft cutter from Honolulu with Werner Kraus. SSB & weather fax.

Cornucopia, a Cal 2-46 from Long Beach with Rufus Horne and Duncan Harrison. KC6BHS, novice.

Dreamweaver I, a 52-ft steel ketch from Victoria, B.C. with Dennis, Lorraine, Denna, Sheira, Tyson, Kirsten, Shaina, Naomi, Rebecca and Dustin McKay. SSB & weather fax.

Fair Winds, a Rhodes sloop from Los Angeles with Charles Rockwell, Barbara McGuire. WH5182, general; also SSB.

Savant, a 35-ft sloop from San Francisco with Kim and Deb Gray. N6QYY, general. Also SSB and weather fax.

Southern Cross, a 31-ft cutter from San Francisco with Pat Henry.

String of Pearls, from Hamilton, Ontario, with Glenn & Margaret Miller. N6MPN & XE2GGJ, technician.

Sunrise, a Cascade 36 from Seattle



with Les Parsons and Susan Reiley. N7LRW, technician. Also SSB.

Vakyr, a 33-ft wooden cutter from Seattle with Jim & Doug Hopkins and Shelley Moore. KC6AXT & XE2HYOP, novice. Also SSB.

Sanity, a Hans Christian 38 from Auburn with Deane Lindbloom and Terry Williams. XE2GU, general. Also SSB and weather fax.

Journey, a Passport 40 from Los Angeles with Dave Sterling and Leslie Slezak. XE2GFP, technician. Also SSB and weather fax.

Mapuana and *Devotion* are in Cabo San Lucas having returned from the South Pacific.

— gil and karen at papi's 2/6/89

Bucephalus — Rafiki 37

Phil & Judy Shull

Punta Papanoa, Mexico
(Oakley, CA)

Puerto Escondido, Bahia de Tequapa (70 miles north of Acapulco) is our most southerly port for this year's cruise. The small bay is protected by a well-built breakwater and so far the weather has been beautiful; sunny every day with a gentle breeze to keep the heat down. After the crowded harbor and busy social life of Cabo San Lucas, it's pleasant to be the only cruising boat around. As has been the case at all the other ports we have visited, the locals have been friendly and helpful.

Puerto Escondido, not to be confused with either the hurricane hole in Baja or the surfer's paradise further down the Pacific coast of Mexico which share the same name, is the picturesque village that fronts Bahia de Tequapa. Here the dirt floors and grounds are all neatly swept, yet pigs of all sizes are allowed to roam freely. Besides fishing, the primary occupation of the locals appears to be restauranting. It seems like every other house has a few tables and chairs set out. The beach, a



LATITUDE/RICHARD

The Jennings' original wood *Freya*, a three time Sydney-Hobart race winner.

use of the same for dinghy docking. There is a pleasant restaurant/bar; a bus stop in front, and a cruiser favorite — free showers! The charming owners also speak excellent English — all this and the anchorage is very secure.



COURTESY BUCEPHALUS

An elephant seal on a pollution-imposed diet. Remember the backpacker's credo: pack it in, pack it out. Leave only footprints.

Diego, Phil car-pooled to Mexicali to get his ham license. After getting the rest of our papers, fuel and water, we headed south for Cabo San Lucas.

We didn't get to Cabo quickly, however, as we made numerous stops along the way. The first was a five day respite at Islas San Benito, east of Cedros Island. The three little islands form a protected anchorage when the wind is out of the north, which it usually is. Benito del Oeste has a small fishing village while a colony of elephant seals has taken over Benito del Centro. As you tell from the accompanying photograph, at least one poor elephant seal was on a pollution-imposed diet.

Our other neighbors, the sea lions, were too numerous to count and sometimes too friendly. During the day the young ones swam and dove in big groups around our boat. Other would splash noisily or scratch their backs and bellies on the bottom of our boat. The first night we found this activity rather frightening; then we got used to it. Eventually we learned that a flashlight shined out a port would temporarily scare them away.

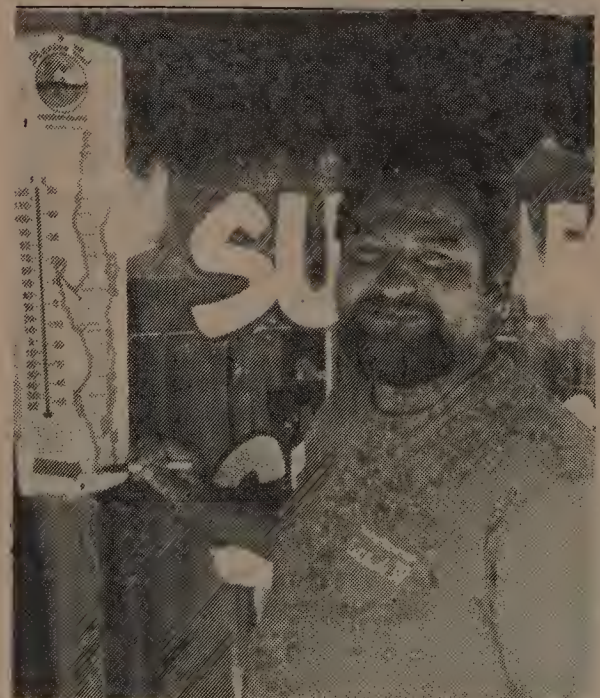
Islas San Benito doesn't seem to be a popular stop on the way to Cabo. In our five days there, we only saw one powerboat and three sailboats. Then on our last day, the anchorage was graced with the presence of the *David Starr Jordan*, a large NOAA marine mammal research vessel. Heading home from a five month cruise, she had stopped at the Benitos for a little rest and recreation, and to barter with the local fishermen for lobster.

It was during one of their trips ferrying crew to shore that they stopped to ask us if we needed anything. All we could think of was ice. On a subsequent trip, they brought

us a large bag of ice — and a half gallon of strawberry ice cream. Wow! Richard and Charlie from *Artful Dodger* happened to be aboard at the time, so the four of us devoured the gift immediately. We also negotiated a tour of the *David Starr Jordan*. The captain and crew were fantastic. We not only got a tour of the ship, but hot showers, a fancy lobster dinner with corn on the cob and fresh veggies, a pile of paperbacks, fishing lures and more ice, too.

Unable to top that, the next day we left for Turtle Bay. Our stay there was pleasant and featured a walk through *el pueblo*, two beachcombing trips including one that required a walk through the desert to Bahia Thurloe. The most surprising thing about Turtle Bay was the number of satellite dishes atop the *casas*. That probably accounts for the fact that we watched HBO from America every night we were there.

We spent six more days each at Bahia Santa Maria and Mag Bay. High winds in both spots curtailed some of our activities, but we enjoyed the beautiful beaches, collected sea shells, harvested clams, crab



LATITUDE/RICHARD

A familiar face around Cabo San Lucas: Gil Oyanguren of Papi's Deli.

and scallop. With the bonita we caught entering Mag Bay, we had fresh seafood every night. The day after Christmas, we

short walk from town, is also lined with outdoor eating and drinking establishments. On the quay there three more *palapas* that serve excellent seafood — but at Cabo San Lucas prices!

Bottled water and ice are delivered every other day, but fuel is not available and there are no marine services. Buses, of the stake bed variety, are cheap and run frequently to the nearby town of Papanoa. The town has a large market that features a good selection of fruit, vegetables, meat, poultry, fish and freshly-made tortillas. We used up our daily allotment of energy doing our marketing, so we postponed our exploration of the rest of Papanoa for another day.

Back in Puerto Escondido, we made good friends with Paulino and his family, who run one of the restaurants. Paulino admitted to knowing only four words of "Ingles". Since we know only 14 words of Spanish, it was a quiet friendship. For our last day there, Paulino prepared iguana for breakfast and presented us with a hammock. We reciprocated with a 'South of the Border' spaghetti dinner for the whole family.

In our opinion, Puerto Escondido is an ideal spot to enjoy the sun, swim in clean, clear, warm water, and absorb beautiful scenery between *siestas*. The only disturbances are minor; the fisherman who leave in their *pangas* before normal cruisers arise, the roosters crowing, and the schools of small fish that literally fly thru the air in a noisy attempt to avoid the larger fish chasing them.

Our cruise started from San Francisco in November of 1988. Finding sunshine in San Diego, we stayed two weeks, half at the Police Dock and half at anchor in Glorietta Bay. The former offered good access to Pacific Marine Supply and Downwind Marine, both of which have turned out to be an excellent source for getting parts down in Mexico. While in San

CHANGES

finally left for our original destination: Cabo San Lucas.

Cabo is unique. We spent three weeks there watching the charter fishing boats bring in their daily catch of marlin; rubbed elbows with the tourists from cruise ships, hotels and condos; got reacquainted with cruisers we'd met coming down from San Diego; met Gil and Karen from Papi's Deli; and, generally had a good time. One highlight was the New Year's Eve party aboard Bill and Anne's trimaran, *Sweet Ride*.

About the middle of January, the Port Captain decided that the Inner Harbor was too contaminated. So, everyone got a notice saying it was illegal to anchor there. Thus everyone moved out to the more lovely — but less convenient — Outer Harbor. Having already taken on food and water, we only had to make one last dinghy ride to get our clearance for the mainland and the fresh food necessary for what turned out to be a five day sail to lovely Punta Papanoa.

— phil & judy 1/18/89

New Zealand 'Summer'

Kathy Hobzek

Bay of Islands, New Zealand
(Bellevue, WA)

What's going on in the Bay of Islands, at latitude 35, could be answered by what's coming down: rain. Reminiscent of Seattle, as yet it's been anything but an endless summer. Members of the South Pacific cruising class of '88-'89 are searching for a dairy to sponsor a t-shirt that describes the situation: "Some Like It Wet". The ice cream, however, remains superb.

The monsoon season, as it has become known, has left the sheep knee-deep in water and the farmers looking to replace Kiwi fruit with rice. Sailors have been triple-reefing and surfing at 8 knots — even within the shelter of the islands!

The cruisers have split into four camps: 1. Those who are working on their boats and supporting local yacht clubs. 2. Those who have bought a car and are travelling. 3. Those who have found a job — which as you have heard, is not that difficult. And, 4. Those who are cruising the Bay of Islands and the rest of the coast. There are also a very few who can afford to fly home, laden with requests for

mayonnaise, catsup and copies of *Latitude* 38. Yes, it's true, *Latitude* has risen to the status of a household condiment down here. The landscape is so much more familiar to we displaced west coasters that we feel a little more homesick than when we were snorkeling in Fiji or roasting a pig on Tongan beach. And the next best thing to being back home is reading about it.

Despite the rain, the cruising remains fantastic in New Zealand. The water is clear, full of fish, scallops, oysters, pipis (clams) and is quite comfortable to swim in. When the sun comes out, it's blazingly hot. Except for the two to three weeks during Christmas when school is out, it's easy to find an empty beach or island. The baby birds have hatched, so you are no longer strafed by anxious parents guarding their nests.

Maybe some of your readers would be interested in knowing how somebody like me ended up here. I'll tell you. I sailed with my 'uncle' Bruce Packard of Seattle on his Rawson 30, *Dan 'n Me Too* in the 1986 Sloop Tavern YC (Seattle) Jack 'n Jill Race from Port Angeles to Honolulu. We finished in 23 days, winning the race on corrected time. I then sailed back from

Hawaii on *Crazy Horse* with John Jourdane — what a guy he is!

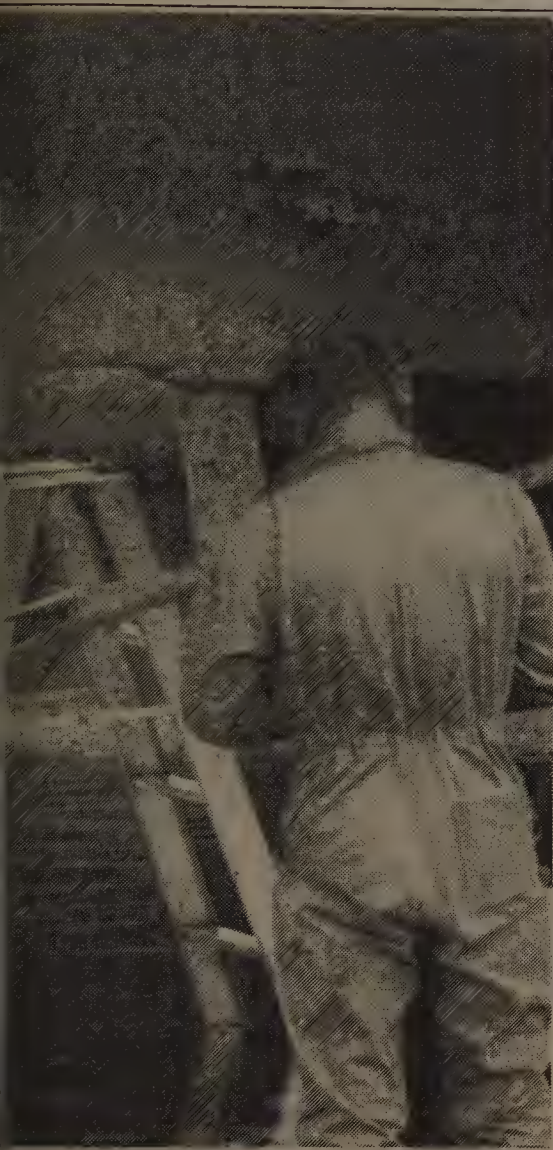
We then left Oahu on September 1 to sail to New Zealand, although we had to hole up on the Big Island when hurricane Uleki (I called it U-Lucky) rampaged across the Pacific. It then took two weeks for us to sail from Hawaii to Kanton Island, a few more days to Swains Island, then to Western Samoa, Tonga, and 11 more days to Whangarei. Since then, November, I've been working on a square-rigged topsail schooner, the *R. Tucker Thompson*, doing day charters in the Bay of Islands for the southern hemisphere's summer. It's like being in camp!

April 22nd I sail in the Auckland - Fukuoka Race aboard *Flambouyant*, a Camper-Nicholson 40 owned by Kjell Dale, who is also from Seattle. Other crew will be Kay Johnson from Morro Bay and Charlie. We plan to win! I'll write again as the race progresses.

— kathy hobzek 2/9/89

Kathy — Your letter is a little bit unclear. Can we presume that after helping deliver *Crazy Horse* to the mainland you returned to 'Uncle' Bruce's boat for the trip





LATITUDE/RICHARD

On the hard in New Zealand.

to New Zealand? As for the Fukuoka Race, we'd love to have a full report.

Eagles's Sorg — N/A
Peter & Diane Halferty
Puerto & Nuevo Vallarta
(N/A)

With over 50 boats contributing, in December of last year we spearheaded a drive to collect food and clothing for three needy families (with 16 children among them) in Jarretaderras. Joe and Loretta aboard *Sweet Loretta* did a great job of gathering goodies from the boats in "the pond" area, while Al aboard *Spring Moon* helped collect in Nuevo. In all, nine boxes of food and clothing were gathered. We bought a *pinata* for each family and stuffed them with candy and novelties. Each of the three families received a card, enscribed with the names of the boats that had contributed, and a small amount of cash to go along with the boxes. The mothers' tears and the childrens smiles' and sparkling eyes reflected the beauty of the Christmas season.

Previously, we, along with *Tua Tea*, *Gannet*, *Wanderlust*, and *Halcyon (Blue)*, shared the misery of a long, hot, humid summer in Nuevo Vallarta where, the water temperature topped out at 92°. The thunder and lightning were incredible; it was almost like being in the center of a Star Wars attack. *Gannet* was hit by one big strike, but fortunately her electronics were disconnected and a minimum of damage was incurred.

It wasn't until the air temperature moderated and the water temp cooled to 75° that other cruisers began returning.

About the status of Nuevo Vallarta. A year ago May, Mexico turned the Nuevo Vallarta Marina property over to the state of Nayarite. Because it was an election year, nothing much was done until December of '88 when the title was officially transferred. It was then announced that Nuevo Vallarta was being leased to and run by Opequimar, a Mexican company that runs the docks at Marina Vallarta and recently built a new boatyard in Puerto Vallarta.

Opequimar has announced they will soon dredge the entrance channel to Nuevo Vallarta, which has sanded in so there's only five feet of water at 00 tide. They also have plans to open a store that would carry groceries and marine supplies. Diesel and gas are already available at the marina.

We've enjoyed using Nuevo Vallarta as a base for travelling inland, where it's sometimes easier to find the 'real' Mexico. The people exude a warth that matches that of the sun! While in Nuevo Vallarta we have employed a wonderful local, who also happens to be a diver, to look after our boat. If you're coming down and need someone to watch your boat, we'll be happy to put you in contact with him.

It's true that Puerto Vallarta is in the hurricane zone, but perhaps because of the mountains, a hurricane hasn't come in the bay in 75 years. So it's a pretty safe haven. The Nuevo Marina itself is a bird sanctuary and there are hundreds of migratory birds in the area. Opequimar is trying to work out the details of a shuttle van between here and Puerto Vallarta, which would be nice. But there are already several of us here with cars, and rides haven't been that much of a problem.

Having now entered our third cruising

season in Mexico, we have learned much about enjoying Mexico, and how to live under their system and customs. It has been our observation that many of the problems incurred by cruisers are of their own making. It's when people don't understand or choose to ignore the laws of Mexico that problems abound.

For example, it's necessary to have an Import Permit to bring your boat to the mainland. Because it is only valid for six months and because it is not renewable, we suggest anyone planning to cruise the mainland for more than six months apply for a Five Year Permit. The best way to handle this is by getting your Six Month Permit and then mail for a Five Year Permit. The application can be sent by registered mail, which in Mexico is a nominal sum. If you take a copy of your letter to the Post Office, they will stamp the copy with the same registration number as that on the application envelope. The stamp also has a date on it, which will serve as proof that you have applied for the Five Year Permit — in case your Six Month Permit expires before you received the former.

[Editor's note: The Halferty's have enclosed the form and address necessary to apply for a Five Year Permit. Latitude will be happy to send you a copy upon receipt of a self-addressed, stamped envelope.]

It's been almost impossible to get a ham license on the Mexican mainland because of the requirement of getting a letter of recommendation by a Mexican national ham. We have now solved that dilemma. Last May we had the good



Ham radios: some people swear by them.

fortune to meet St. Fausto Agraz Reygoza, who is president of the Mexican Ham Club in Guadalajara. A charming, cooperative

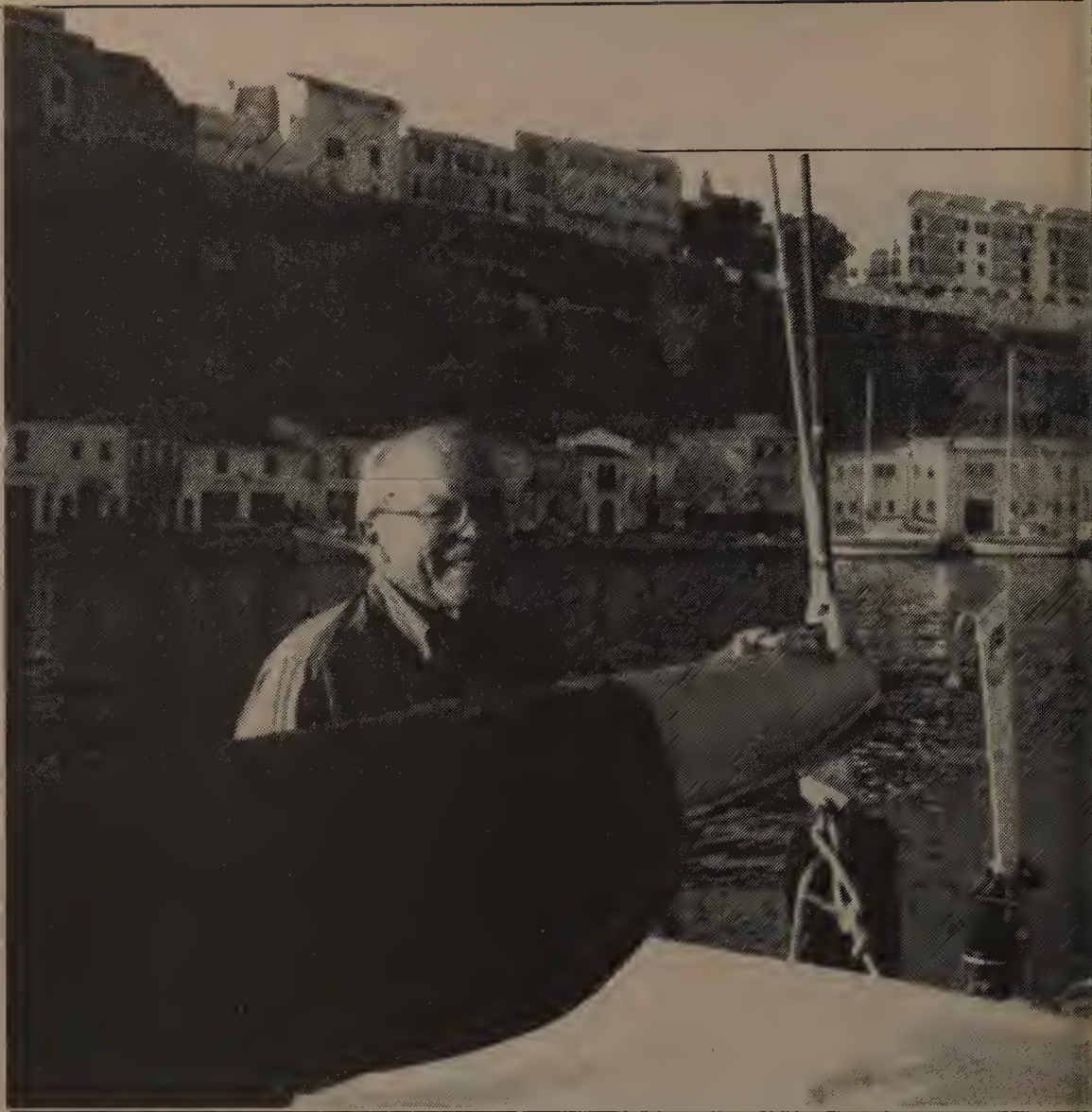
CHANGES

man, he has offered to sponser any American ham needing a license on mainland Mexico.

The SCT office is located in a suburb of Guadalajara called Zapopan. We suggest you telephone St. Reygoza prior to going to Guadalajara in order to arrange a meeting place for him to give you the letter. He would be most appreciative of any QST magazines you might have. Incidentally, he's also interested in trying to work out a better reciprical agreement between Mexico and the United States; any interested hams can write him at Poza Rica 1572 S. J.; Guadalajara, Mexico. His home phone is 45/36/92. He works at Centro Comunicaciones, Direccion Seguridad Publica in Guadalajara, where his number is 17/48/08.

To get the license you must take three copies each of your visa, current ham license, and passport size photos, along with the recommendation letter, to the SCT Delegacion Regional office at Ave Tesistan No. 477, Esquina Construction, Zapopan (which just outside Guadalajara): Phone numbers are 33-04-35 or 33/29/77 or 33/39/32. After this you go to the Haicenda to pay your fees.

— diane 1/13/89



transit the Canal? Former President Reagan's good friend Danny Ortega, *el Jefe* of Nicaragua, announced that his country would like to build an **alternative to the Panama Canal**. The proposal calls for a 180-mile long canal to start on the Caribbean Sea at San Juan del Norte,

Maybe they couldn't read English?

site of a United States-built canal, Nicaragua was a leading candidate. But don't hold your breath waiting for it to happen. A "pre-feasibility study" would cost some \$40 million, which comes to exactly 40% of the \$100 million Nicaraguan annual budget. An actual canal would cost many billions of dollars, which means it would likely be owned by Japan, whose experts are doing the "pre-feasibility study".

Who says you have to have a centerboard, shoal draft or swing keel boat to trailer sail around the west? **Walt Lockhart** of Bishop trailered his fixed keel Cal 2-24 over two 8,000-ft and three 7,000-ft mountain passes in order to launch his boat in Anacortes, Washington last summer. That was the beginning of a nearly five month cruise of Washington and Canadian waters. "I loved it," he says. Two of the more interesting things he saw in the Northwest were captured in photographs. The sign in the accompanying photograph, taken near Chatterbox Falls in Princess Lousia Inlet, is self-explanatory. The other photograph, of the strange looking barge-like creation at Prideaux Haven Provincial Marine Park, is a garbage dump for cruisers. "Bears", is the one word explanation for why the dump is located offshore.

WALT LOCKHART



Cruise Notes

February's **wild weather** included Lake Tahoe's Emerald Bay freezing over, snow in the Canary Islands for the first time in 30 years, and cyclones (hurricanes) Kiriilly and Harry threatening Fiji and southwestern Australia respectively.

Want to cruise the Caribbean without having to go all the way to Panama to

In Canada, nautical dumpsters are necessary to foll the bears.

follow the San Juan River that is Nicaragua's border with Costa Rica, cross Lake Nicaragua, and finally cross the narrow band of land to the Pacific Ocean. The idea is not preposterous. Prior to Teddy Roosevelt selecting Panama as the



COURTESY TEMPI

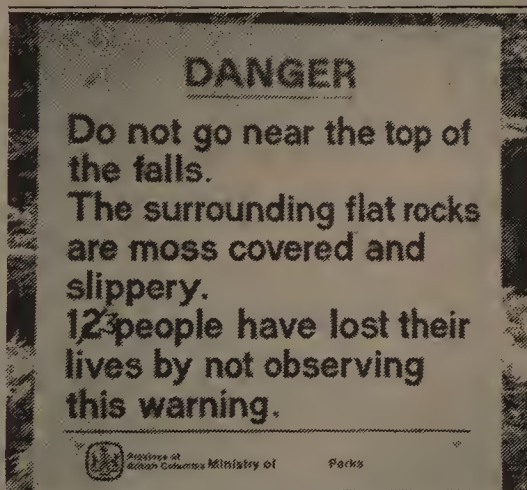
Ronald Falconer and Anne Christophe sailed to French Polynesia aboard **Fleur d'Ecosse** (Flower of Scotland), a 28-ft wishbone ketch. Obviously they loved the islands, for they've remained in the area ever since. Their children, Alexander (5) and Anais (3), were born on Rangiroa and Papeete respectively. The family spent four years on the Tuamotu atoll of Ahe, where they built a house on Poro motu east of the main village. Remembering how much cruisers enjoyed the late Tom Neale's house on Suvarov, in July of 1988 Ronald and Anne "tried to give birth to another little center in the middle of the Pacific; what we call The Ahe Yacht Club".

Anne says all yachties are invited to use the facility. Included are drums filled with rain water and a well, both perfect for fresh water showers and doing laundry. You can also sleep in one of the 'upper' rooms, where it's hoped you won't see too many stars above. Ronald and Anne confess that the yacht club and its coconut frond roof need a little maintenance. The two even left behind a gas burner with some coffee and tea. "May the Ahe Yacht Club grow with cruiser's assistance and imagination," they say.

Having spent four years on Ahe, the two report that yachties always received an unforgettable welcome from the locals, who enjoy including sailors in their fishing activities. There's a small shop which sells

basic food supplies such as rice, flour, spaghetti, canned foods, etc. Fruit, vegetables and eggs are very hard to come by, however. In fact, if you can bring lemons for *poisson cru*, they make excellent gifts for the residents. The arrival of the copra boat shouldn't be missed; it brings eggs, ice cream, *baguettes* — and a 'happening'.

On the way from the Marquesas to Papeete, Ahe is a natural stop for most South Pacific cruisers. For many cruisers, the pass into the lagoon at Ahe is the first they attempt. Anne says that although it depends on the weather, you can consider there to be slack water every six hours. The low tide slacks being one hour before the meridian passage of the moon (the moon is high, the tide is low). Anne and Ronald have never seen the current in excess of four knots and recommend that you stay to the eastern side of the pass. "Once inside," they say, "a quiet lagoon welcomes with a flat calm and peaceful anchorage right in front of the village". It's possible to tie up at the wharf where there are lots of wonderful children to play with



WALT LOCKHART

Jim Crittenden on his Halbery-Rassey 31 *Tempi*. Next month, we'll have a report on his latest adventures in Europe.

— but you must take precautions to keep the rats off your boat.

"And unfortunately," they conclude, "there always comes a time when you must leave. To go to Tahiti, most people leave late in the afternoon, sail slowly through the night and reach the Arutua-Rangiroa gap in the morning. We often left at cock-crow, picking up the Aruta's northwest corner before sunset, a plan which inevitably led us in Tahiti's harbor at night

(it has good approach lights). If you're headed to Rangiroa, which has the same slack water at her wide and well-marked passes, you should make it in a convenient 18 hours (three changes of the tide)."

Desiring to cruise Indonesian waters but having the normal difficulties trying to get clearance? Your big chance is the **Darwin, Australia to Ambon, Ceram, Indonesia Race**, a 600-miler slated to start on July 22. The race is open to yachts of not less than 7.3 meters. Included in the entrance fee is a three-month sailing clearance for Indonesia. Oakland YC members Jim and Diana Green Jessie did the race two years ago aboard *Nalu IV* and had nothing but good things to say about it. For further information, write the Darwin-Ambon Race Committee at G.P.O. Box 3439, Darwin, Northern Territories, Australia 0801.

Speaking of the Jessie's and *Nalu IV*, they've been spending the winter at a Puerto de Alcudia, Mallorca, Spain marina catching up on all kinds of projects brought about by three straight years of cruising. Jim and Diana now know why people don't cruise the Med in the winter. The locals say there's supposed to be about one 40 to 50-knot howling storm a month; what they should have said is that it howls 40 to 50 knots all month long. To further interfere with outdoor jobs, the air temperature has been dropping to the high 30's; tough on bodies spoiled by three years of endless summers.

In order to keep out of mischief and pump up the cruising kitty, both have taken on jobs between holidays and sightseeing. Jim's been fooling with a cabin house windshield and refastening keels while Diana has been dressmaking for a local woman. "There is always a way to make some money if you want to," they write.

As of late January they've been travelling through Europe by train and will continue to do so until the end of April. Early May they'll head east for the Adriatic, in order to do Yugoslavia and Venice before heading west again. September should find them sailing through the Straits of Gibraltar and then on to Morocco and the Canary Islands, the latter being the starting line of the Atlantic Rally for Cruisers to Barbados. The Jessie's friends can write them care of Peggy Patrick at Box 473, Sausalito, CA 94966.

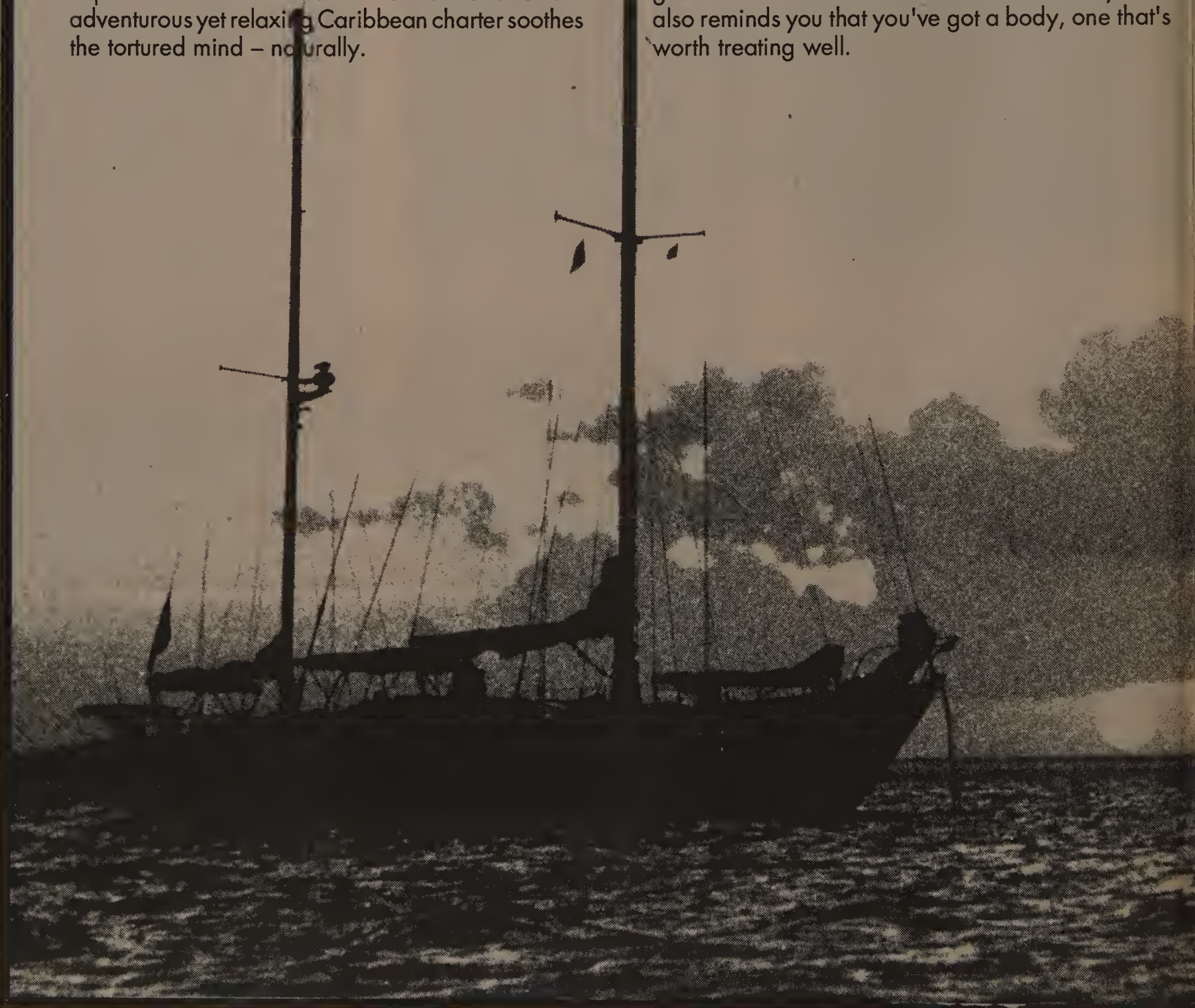
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24 FEET AND UNDER

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J-24. Very good condition. 10 bags of sails, trailer, o/b, porta-potti, recently tuned rig. \$9,000. Tom (415) 925-2154 days or (415) 381-9018 eves.

COLUMBIA CHALLENGER 24-FT. Perfect condition! New sails plus spinnaker. Interior redone. VHF, AM/FM stereo cassette. Good bottom — cleaned every 2 months. 7.5 hp Evinrude longshaft. Coyote Point berth included. \$5,700 or b/o (2 boat owner). Ken (415) 592-6345, leave message.

AURORA 20-FT. F/G sloop, trailer, sleeps 2, fin keel, 20'6" overall, 4' draft, disp 1,600 lbs. Good condition but needs sails, minor work and fitting out. Nice, fast, micro cruiser or day-sailer. \$3,000 or b/o. (415) 584-5218.

CAPRI 22-FT, 1988. 10 hp Honda o/b, racing pkg, 155% genoa, epoxy barrier & bottom paint, tiller & mainsail cover, bilge pump, two-tone deck, cockpit cushions, fabric interior cushions, head, trailer, now in water. \$8,900. Call Dwight (415) 820-9237.

J-24. West Coast built. Good condition. Extras include Evinrude 4.5. Barient self-tailing winches, depth & knot meters and trailer. Priced to sell at \$8,900. Call (408) 749-0274.

WILDERNESS 21-FT SAILBOAT, 1981. Good condition. Spinnaker rigged, 4.5 hp Johnson o/b. \$3,995 or b/o. 364-4641.

ERICSON 23, 1969. Recent bottom paint and survey. 6 hp o/b, genny and storm jib, anchor, depthfinder, sink, head, ice box, sleeps 4. Great Bay/Delta sailboat. Excellent condition. \$4,500. Jody (415) 665-5553 or (415) 684-0347.

20-FT HOLDER ULDB means high performance. 110, 140 genoa & spinnaker. 4 hp Evinrude that purrs. KM, compass, VHF and anchor. Trailer has new tires and bearings. Superb condition. \$6,500 or b/o. Call (209) 526-2288.

J-24. Champion race record, good condition, tons of sails and gear, trailer, o/b, etc. \$9,500. (415) 453-8489 or (415) 284-5468.

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J-24, 1979. Motor, trailer, four bags sails, clean inside and out. Compass (5), KM, VHF and lights. Guaranteed lowest price \$7,500. (408) 475-4948.

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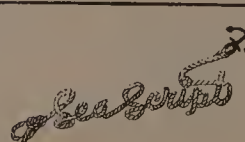
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SANTANA 22. White/red LPU, Vetus non-skid decks, Micron bottom, spinnaker, 5 Barlents, compass, KM, fully race rigged, 3 hp o/b. Dry-sailed. \$5,100 or b/o. 388-6531.

1981 WINDROSE 22-FT by Laguna. 3 sails, Tabernacled mast, swing keel, lifelines, non-skid deck, pop-top, cockpit cushions. Large cabin sleeps 4, VHF, stereo, anchor, storage. 7.5 Honda o/b, trailer. Great 1st boat! \$4,900. Santa Cruz (408) 688-6178 Sally.

DRASCOMBE LUGGER 19-FT, 1979. Used 1 yr then stored. EZ Loader trailer, Seagull engine with longshaft, cockpit cover, folding pramhood canopy, 10-ft oars, kick-up rudder, bulge pump. Asking \$5,850. Work (415) 821-0617 or eves (415) 282-1340.

GLADIATOR 24-FT. "White Elephant", berthed in Brisbane, rigged for singlehanded sailing, many extra sails. Survey value \$7,800, asking \$5,000 or b/o, creative financing available. Don 584-5868, leave message.

SANTANA 22, 1967. 2 jibs, spinnaker, new mast. All lines to the cockpit, 4 winches, 3.5 hp o/b, compass, ladder + extras. Good condition. \$4,200 firm. Call eves for demo (415) 986-2098 or (408) 476-0780.

FREEDOM 21, 1982. Fast, fun and easy to sail. Original owner. Excellent condition. Full interior, sleeps 4, porta-potti, Johnson 7.5 o/b. Motivated seller asking \$8,200 or b/o. Call Jim at (415) 359-8528.

J-24, 1979. Four bags sails w/reefing including colorful spinnaker. New o/b, new battery, lights, porta-potti, Berkeley berth. Exciting Bay sailing. Trailer included. \$8,000. Call (415) 578-8807.

ISLANDER BAHAMA 24-FT, 1969. \$7,500. All new main, jib, sail cover, standing rigging, bottom epoxy barrier coat and 8 hp Evinrude. 2 anchors, compass, VHF, head, fresh water system, 4-man raft, solar charger. Steve Hostetter (415) 783-5391.

J-22, NEW IN 1988. Colorado boat, white with pearl non-skid, lifelines, bow pulpit, porta-potti, EZ roller trailer. Name "Serendipity". Full gear and sails by North's Marblehead Loft. Priced \$14,000! Perfect showroom condition. Call (303) 238-5681 or (303) 237-9977.

1977 RANGER 23. \$8,500. Nice condition. Race equipped with almost new main, working jib and spinnaker. Low hours on Honda 5 hp o/b. Leaving Bay Area and must sell. (415) 364-7221 home or (415) 354-1626 work.

CAPE DORY 19-FT WEEKENDER on trailer. New Nissan 5 & Spartan brass mount speed-dist log, comp, 20# CQR, 2 Bruce anchors, 4 sails, Arco, Alaska & Baja sailed. Superb mini-cruiser, fast. Trade/\$4,950. (707) 964-8904.

20-FT BALBOA CENTERBOARD SLOOP. 7.5 Johnson recently rebuilt. 1982 Trailrite trailer. 4 sails including spinnaker and pole, sink, head, dinette, sleeps 4. Great family boat. \$3,750 or b/o. (805) 772-3455 Morro Bay.

MOORE 24 "Popeye". White hull, beige bottom & deck, VHF, speedo, ocean gear, 11 sails, class sails near new, Trailrite trailer. Ready to sail - Just add spinach. \$12,000. Jerry (707) 527-0425.

RANGER 22. 2 mains, 5 jibs, spinnaker, 6 hp Johnson o/b. Loaded! Many extras, Richmond berth. \$4,700. (415) 663-1500 eves.

MOORE 24. Restore the cosmetics and you have a fine Bay racer at low cost. Excellent sail inventory, trailer included. See at Brickyard Cove. Pt. Richmond. \$7,850 or b/o. 237-4722 or 675-3557, leave msg.

RANGER 23, 1974. Very well outfitted. Call for list. Perfect hull survey 1/89. A beauty. \$9,800. (415) 851-7804.

DANA 24. Hi, my name is Dana. I'm a trim 24x8. Most men think I'm pretty good looking; and even though I am usually referred to as "she", many women also think so. My creator built me firm and warm and well-endowed. At birth was added a swim ladder, propane stove, galley counter extension, self-tailing winches, fresh water cooling, pressure water, sea water strainer, dual batteries, etc. When I got home, I was equipped with a large dory: Datamarine Cruise Pak, ICOM M-80 VHF, Magnavox SatNav, Autohelm 1000, EPIRB, etc. According to *Latitude 38's* Cruising List, I would like to cruise #1-6 and I can offer comfort and security. \$51,995 in Marina Del Rey, California. For a date please call (213) 854-5447.

BEAR 23-FT "Teddy". Hull #3, 1935. Restored. State registered classic woody. Surveyed. Sound & ready. Honda, VHF, KT, fatho, spinnaker. Lots of compliments & fun. (415) 369-0232 Charles.

MONTGOMERY 15. Bow pulpit, custom cushions (throughout), head, single handed rig w/ slab reefing. Galvanized EZ Load trailer w/ bearing buddies. 2 hp Honda (4 cycle). Excellent boat in excellent condition. \$4,500. Call after 5. (707) 447-5026.

FALMOUTH CUTTER, 22-FT LOD. Lyle Hess design. Factory finished. Rugged offshore pocket cruiser. Inboard dsl, 25# CQR w/250' chain, S-L windlass, stern anchor, Autohelm, VHF, DS, C. Plath compass, full cover, new cockpit cushions, safety gear. \$28,500. (707) 528-0201.

23-FT SPRINTA SPORT, 1981. Clean, great condition, good sail inventory, Kevlar hull, electronics. Easy to sail yet fast & exciting. A proven winner. Best buy in a small boat. \$6,000. 530-5220 eves.

SANTANA 22, 1974, #665. Custom deck layout with lots of quality hardware. In excellent condition, ready to race or cruise. Must see to appreciate, Alameda Marina, berth #451. Asking \$6,700. Call (415) 947-1970.

CAL 20. Great Bay boat. Very clean. Never raced. 5 hp Evinrude, main, jib, new cabin cushions, forward hatch, etc. \$3,000 or b/o. 672-1654.

COLUMBIA CHALLENGER 24-FT 4". Better than new. Too much upgrade to list. Large cockpit for six. Terrific Bay boat. Active S.F. fleet. Sausalito berth. Must sell. \$5,500. W: (415) 453-8700 or H: (415) 456-6915.

23-FT SAILBOAT, URGENT TO SELL. Modern F/G replica of 19th century U.S. and England pilot cutters. Newport Venture by MacGregor. Bowsprit, pop-top, 9.9 o/b Evinrude, elec starter, sleeps 5, seat cushions, galley, porta-potti, swing keel. \$3,900. Trailrite trailer available, extra. 388-5251.

CHAMPION ISLANDER BAHAMAS (2). 24-ft. Choose the one you want. \$6,000 for one, \$5,000 for the other. Both loaded with great hardware and sails. One nearly new Evinrude 6 hp. Mylar main, 110 jibs, 150 jib & spinnaker. For more information and demo sail call Sandi at 648-5530.

24 SAIL BOAT PAD TRAILER. Single axle, \$1,700. San Juan 24 under restoration, \$6,000 as is - increases with completion. Lots of sails & rigging. 449-1352 or 449-5515.

SINGLE HANDED CRUISER/RACER SPRINTA Sport. Hi-Tech European design. Bullet proof. Refined, upgraded. Full batten main, Swoffer speedo, new rudder, 10 sails, positive flotation, fractional rigged, Briand mast. Prof maintained. Exc condition. Fast, seaworthy, strong. \$6,500. Contact: John Hendricks 359-2442.

1982 SPRINTA SPORT, 23-FT racer/cruiser w/galv EZ loader trailer. Kevlar/fiberglass hull; light, fast and comfortable; sleeps four, six sails including spinnaker gear. Must sell now! \$5,900. Ray 845-7671 or 841-6672.

VENTURE 17, \$2,000, HOBIE 16, \$1,600 with trailer. VANGUARD FJ, \$1,800, gal trailer, extra mast, etc. Call Darryl at (415) 595-2765.

OLSON 25. Like new, '88. Race ready with North main, jib, spinn and genoa. Epoxy bottom. Completely finished teak interior. Great for cruising. \$20,000, possible trade. (916) 891-8736.

CATALINA 22. Freshwater '87. Swing keel version. Loaded with options including trailer, genoa, motor. 1 year warranty will be provided to buyer. \$10,500 or b/o. (916) 891-8736.

SEA SPRITE 23, 1977. Classic Alberg design, full keel, 3' draft, stable, sleeps four. Great sailboat for beginner or expert sailor. Easy to sail; extra equipment included. Asking \$7,600. (702) 852-6640, Ron.

AQUARIUS 23. Trailer, Mercury o/b, furling jib, pulpit & lifelines, compass, anchors, VHF, AM/FM cassette, teak swim platform, 2 batteries, Delta awning, propane stove & BBQ, 3 sails, porta-potti. Interior & running lights. Must see. Ready to sail. \$3,800. Call (209) 369-7726.

MOORE 24. Fresh water boat, excellent condition, trailer, o/b, many sails and extras. Now near Santa Cruz 4U2C. \$11,500. Call (408) 623-2532.

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28-FT COLUMBIA SLOOP. 3 sails, Atomic 4 i/b. Recent bottom paint. Great Bay, family boat. Sleeps 4+, dinette, toilet, sink, 110 volt shore power. Needs painting & brightening. Priced at \$9,200. See at Berkeley Marina 0004. Stan (415) 964-7915.~~~

ISLANDER 28 "Starship". Volvo dsl, Martec, depth, KM, VHF, AM/FM/SW/cassette stereo, North sails 110%, 130%, 150%, main, 2 tri-radial spinnakers. Varnished teak and navy blue velour interior. Dodger, new mainsail cover. \$28,500 or b/o. Mike 332-7245 or 485-1706.

COLUMBIA 30, 1973. Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$16,000. (916) 920-1276.

CATALINA 27, 1978/1979. Dinette model. Jibs=80%, working and 150. 2 yr old Mercury o/b, electric start, sail model. Halyards led to cockpit. Asking \$15,900. (408) 244-3895.

HUNTER 31, 1986. Ideal singlehander liveaboard. Hot/cold pressure water, shower, stove, oven. Heater, charger, refrigeration. Diesel, roller reefing, furling. Anchors, line, chain, all covers. Epoxied when new. Asking \$45,900. Priced reduced \$1,000/mo until sold. (415) 986-3079 message.

CATALINA 27, 1977. All new mainsail; cover & jib. VHF, shore power, head w/sink & hold-in tank for legal liveaboards. Stereo cassette, alcohol stove, sleeps 5. Recent heart attack forces sale to best offer. Asking \$15,300. (415) 655-9469.

COLUMBIA MKII 26-FT. Very Clean. Six sails, VHF radio, new compass, DS, shore charger, 9.9 Evinrude, two anchors, custom woodwork, fulfills Coast Guard Safety equipment list, San Francisco berth. Asking \$10,500. Call eves/wknd (415) 387-3507.

BALBOA 27, US documented trailerable sloop with more room than many 32 footers. Yanmar dsl, new bottom paint, gimbaled stove, 4 sails, refrigeration, dodger/bimini, VHF, KM, DS, Harken mainsheet, Trailrite trailer, many, many extras. Exceptional value \$18,950. (916) 721-6587.

OLSON 30-FT. Must sell "Francis Who?" \$20,950, twice winner of Singlehanded Transpac, to make room for our new Newland 368 "Francis Who? Two". Call Frank Dinsmore (916) 962-3669 work, (916) 961-5944 home.~

25-FT W.O. SHOCK 25. Hull #51. Just painted, new rudder fittings, in dry storage in Santa Cruz. \$2,000 or b/o. Must sell ASAP. Steve (408) 479-1637.~



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EXPRESS 27 #67 "Hummer II". Perfect condition. 11 bags incl new Mylar/Kevlar main & 155. New Evinrude 4 hp. Single axle trailer. VHF, knotlog, solar charger. \$27,750. (209) 485-5353 wk or (209) 431-4945 home.~

CAL 27. Former National Fleet Champion. Always in fresh water. 9.5 Evinrude motor, 5 sails, VHF, stereo. Many spares and extras. Original owner asking \$11,850. Contact Art Mowry h: (209) 862-2058; w: (209) 862-3644.~

27-FT BUCCANEER. Excellent condition. Rebuilt Volvo dsl 10 hp. Dodger, roller furling, ctr cockpit, aft cabin, full head, wheel, compass, VHF, depth. Have bought a bigger boat, the 27 must go. Located in Napa in the water. \$12,500. (707) 226-9491.

NEWPORT 30 MKIII, 1981. Coyote Pt berth. 4 sails, VHF, Km, depth, WS/DR, universal dsl, CNG, just hauled, exceptional. \$34,000 or b/o. Owner (415) 592-1857 or (415) 857-2091.

HELP SAVE A MARRIAGE. Buy one boat and I'll keep the other. INT FOLKBOAT: F/G, 1975, 26'x7.8'x4', Volvo dsl, marine head, galley, electronics, new main and jib, spinnaker and genoa, boat cover, fully equipped, even a wine and chart rack. \$20,000 or b/o. Sail to Sausalito or Samoa. A PERFECT TUG: F/G, 1971, 22'x10'x3', Westerbeke dsl, marine head, galley, ice box, electronics, two bunks, fully equipped. \$22,500 or b/o. Pick up mermaids. Call L. Brant 752-7100.

CATALINA 27, 1980. Diesel, full race, 2 spd winches, VHF, stereo, DS speedo, head w/ holding tank, cockpit cushions, two batt, class champ. All lines aft. Excellent condition. \$17,000. (415) 567-0788 or b/o. Original owner, TLC.

CLASSIC 30-FT TAHITI KETCH. Professionally built, surveyed and insured - diesel engine. Cruise the world or liveaboard. *Must sell!* \$17,000/offers. (415) 845-9149.

ALBERG'S METISSE, 30-FT SLOOP. A family cruiser built to last. Safe, sturdy and comfortable. Easily handled by one or two people. Teak cabin, F/G hull. New Yanmar dsl engine. Well equipped. Berth 200 Richmond Marina Bay. *A great boat.* (415) 841-6962.

26-FT PEARSON ARIEL, 1967. Good condition. Hauled and refinished bottom and topside. New sail cover, self-furling jib, 8 sails, 4 winches, active racing class, winner 1978. Sausalito berth. Good Bay boat - Great value at \$6,950. Norm (415) 765-7310 bus or (415) 435-3797.~

MERIT 25-FT, 1984 "Xanadu". Excellent condition, very clean and well maintained. Epoxy bottom with Micron 33, full North sail inventory, o/b motor, trailer. \$15,000. Call Bill Glass at (702) 588-2724 days or (916) 577-2525 eves.~

WHAT A TIME TO BUY!! 1973 Coronado 30. Superb family cruiser. Fast & weatherly. No blisters, dodger, 2 dinks, 1/b engine, 3 sails. Sell or trade up for blue water cruiser 35 to 40 ft. \$21,500 or b/o. (415) 381-4748.

29-FT CRUISING SHARPIE, 1984. Cat yawl, free-standing masts, tanned sails. Prototype of Phil Bolger's Skillygalee design. 9.9 hp Johnson, awning, stereo, fully equipped. 16" draft, beachable, ideal Bay and Delta gunkholer. \$15,400. (415) 674-9518.~

YAMAHA 30 80/81. Yanmar dsl, 3 sails, VHF, KM. \$31,000. 686-4576.~

1978 CATALINA 30. You won't find a better Catalina 30 than *Therapy*. She's rigged to race and loaded with gear including: Barient primary and secondary winches, 2 jib and spinnaker winches on mast, 2-track headfoil, spinnaker and whisker poles, adjustable backstay, North main, 110 and two 150 jibs, tri-radial spinnaker. Want more? Depthometer, wind speed, wind direction and KM, 2 compasses, Tiller Master, VHF, propane stove and hot water, pressurized water and a microwave. Atomic 4 rebuilt '86 with folding prop. A great, comfortable Bay boat with liveaboard amenities. \$29,000. Call (415) 951-3818.

SCHOCK 25, 1963. Overbuilt pre-gas-crisis construction, 2 sets sails, spinnaker, 6 hp Evinrude, marine head, keel-hung rudder, boat covers, etc. A great daysailer. Good shape. Must sell! Still leaving country. \$4,000 or b/o. Jack, Mariner Square. Leave a message at 769-8223 X606.

CAL, T2, 74. Inboard engine, standing hdm, new battery, new head, new running rigging, 4 jibs, main and spinnaker with gear, 4 Barients, all in good condition, little used. \$7,000. Berth 216, Marina Bay, Richmond, CA. Call (415) 461-5547.

ETCHELLS 22. Ready to race. Winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/month. Call (415) 548-4159 or (415) 547-0685.

ISLANDER 30 MKII, 1974: "Candace Ann". Fresh water boat, excellent condition. Tall rig, headfoil, adjustable backstay, Loran, VHF, knotlog, DS, 90, 155, long-batten main, spinnaker, 1988 Spring MORA winner, second overall South Tower Race. Much more! \$25,000. (209) 473-3928.

CORONADO 25. Immaculate inside & out. New main, 3 jibs, spinnaker, Johnson 9.9. Rigged for single handling. Berthed in Delta. \$7,200 or b/o. (209) 575-1131.

25-FT CUSTOM SLOOP. McGlassen F/G hull, quality built for single- or double-handed cruising. Excellent, many extras. Must sell soon. \$15,000 or b/o. (408) 733-4651.

YANKEE 26. S&S design. Westerbeke Vire engine, 7 hp, VHF, DS, knot, windvane, 4 jibs + spinnaker, anchors, extras. Clean. Berkeley berth. \$13,000 or b/o. Pat 524-5124 eves - *Make an offer!*

IRWIN 25, 1971. Swing keel, 9.9 hp elect start, 120%, 150%, jiffy reef main, depth, anchors. Sleeps 4, full galley. Richmond. \$6,600 or b/o/trade for trailerable. (707) 577-3113 days or (707) 539-9409 eves.

ISLANDER 29, 1966. Classic lines with full keel, F/G hull and alum mast. New dsl, mainsail, rigging, bimini, dodger & batteries. Included: Loran, RDF, compass, AP, VHF, EPIRB, depth gauge, Q beam, refrig & much more. \$26,500. (408) 945-0607 eves.

LAKE CLASS 28. Wood sloop. Graceful, beautiful, fast. Cedar over oak. Mahogany trim. Sails in good condition. Keel/centerboard design. Refastened June '88. Recent survey. Upwind Berkeley berth. *A must to sea.* Asking \$3,500. Call D: (707) 571-8025 or E: (916) 644-8495.

ISLANDER 30. MKII, 1973. Clean well kept boat with pedestal steering, pressure water, DF, VHF, compass, all new standing rigging January 1989, new through hull fittings and bottom paint 1988. \$22,500. Eves: (415) 846-4512 or Days: (415) 462-2210.

VANCOUVER 27. Serious ocean cruiser recently returned from two year voyage to Australia and South Pacific. Ideal world cruiser for one or two on tight budget. Canadian built, fully equipped, with more room than most 30 footers. \$34,500. (415) 865-6568.

HAWKFARM. "Crossfire". 28-ft. Race or cruise this performance boat. Active YRA class, full equipped, excellent condition, Berkeley berth. Must sell. \$21,000. (415) 372-6593.

RANGER 26, 1974. Mull design. Excellent shape; new Harken furling + 3 extra sails & 2 spinnakers. 1988 10 hp Mercury, VHF, Optimus stove, all upholstery ripless. 1989 survey. Sausalito berth. Great looking speedster. \$10,250. Rick (707) 838-2785. Will trade up!

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ERICSON 30+, 1983. Fast, roller furling, jib pole, self-tailing winches, VHF, AM/FM tape, knot, depth, head, stove, sleeps 6, teak interior, shower, dsl motor, automatic battery charger. \$39,800. Paul (415) 593-7731 or at wk: 952-8383.

J-28C. First registered 11/87. One of the new "J" performance-cruising models w/wheel & deluxe teak interior. Deck & entire hull balsa-cored! North sails: Dacron #3, Norlam #2, Mylar #1, all w/aeroluff. Main fully battened. Harken furler, spinnaker gear & pole. All lines led into cockpit. Barient STC winches. Signet SL-160: depth, speed & log, wind dir & velo. Autohelm 3000 AP. Dodger & lots more. Yanmar 2GM-F 18 dsl. \$59,500 or will consider trade-up to lake model J-34C, Sabre 34' or 33' C&C. Located Alameda. Eves (415) 343-0390.

C&C 27, 1974. Smart sailer in well kept shape. Diesel 1/b, new cushions. A bargain at \$13,500 firm. Call Donald (408) 867-3156.

EXPRESS 27, 1985 "High Voltage". Actively sailed only one year. This RED Express has been "on the hard" last two seasons. On its trailer ready to go. Owner now says make it GO AWAY \$20,000! Call: Jon Stovall, 312-951-SAIL days.

TARTAN 30, 1975. Rebuilt Atomic 4 gas with 300 hrs. 6 sails, new dodger, keel step mast, skeg rudder, external lead keel, 7 winches. Lots of gear. Fast, beautiful teak interior. \$27,500 or b/o. (415) 755-3542 eves.

CORONADO 25, 1966. Fiberglass cruiser. Dinette, galley, V-berth & separate head. Hull and rig upgrades, 2 anchors, self-tending jib, HD battery, 6 hp o/b. \$3,995. Call Pat (415) 687-8542.

FREEDOM 25. Hull #5 w/wing mast. Quality built pocket cruiser with many upgrades. Wonderful for the Bay. Single handed TransPac veteran. \$18,800. Call (415) 530-7544, leave msg.

COLUMBIA 8.7 METER SLOOP, 1978. 5 bags incl spinnaker & drifter, Yanmar dsl, Signet System 1000 instruments (W/V, knot, knotlog, depth), new epoxy bottom, hot water w/shower, microwave, stereo, VHF. Beautiful and only \$31,000. (415) 895-1650 days or (415) 357-9626 eves.

COLUMBIA 26. Halyards led aft. Spinnaker, jib, main, Honda 10 hp, stereo, head, refer, VHF, DS, compass. \$8,000 or b/o. (415) 332-7521.

30-FT SAILBOAT HULL. Cold molded with bulkheads faired ready for paint. Performance cruising design. My building is coming down - Must move - *Help!* \$3,600 is 1/3 replacement cost. (415) 332-7269.

1978 CHRYSLER 26-FT SAILBOAT. 3 sails, radio, new upholstery, shoal keel, stand-up hdm, EZ load dual axle trailer. At Folsom Lake. \$13,750. Call (916) 988-1354 eves or (916) 638-8661 days.

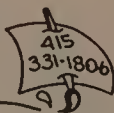
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\$2 7.9, 1984. Owner Transferred – Must Sell! 26-ft racer/cruiser with huge cockpit and spacious cabin. Main, working and Mylar jib, spinaker, Honda o/b (1985) and numerous extras. Will sacrifice at \$20,000. Call Tom (415) 838-8986.

OLSON 30. Original owner boat with eight bags of sails, Johnson 4 hp o/b, VHF, KM, compass, RDF, Barient winches, battery charger, ground tackle and covers, *Very Clean*. \$19,000 or b/o. Days (415) 521-2424 ext 3356 or eves (415) 523-4485.

NEWPORT 30 II, 1979. Good condition, excellent cruiser, proven racer. Atomic 4, CNG stove, teak and holly sole, rigged to race, 8 winches all led to the cockpit. Housed in Vallejo. \$31,000. (707) 745-2926.

26-FT S-2 SLOOP. Very clean. Center cockpit with 30-ft S.F. (Marina Green) berth. Volvo dsl i/b, North sails/spars, full keel, aft cabin with hallway. Ideal liveaboard. Recent survey. \$22,000 or b/o. 564-3425 msg.

29-FT CASCADE. Strong cruising boat, good condition, great looking. Volvo dsl, 2 radios, 2 speed winches, 2 jibs, liveaboard berth. \$14,000. (415) 968-7891.

30-FT SLOOP. Built in Holland by Tripp. Heavy construction. F/G, Atomic 4 engine, roller jib (150%), roller reef, 6 sets of sails, DS, AP, dir finder, full keel. Bottom new painted. Sleeps 4. Fast, easy, single hand. \$14,000. Pete Andersen 1 (408) 722-3611.

PEARSON 30-FT SLOOP, 1978. Sails fast & sturdy. 2 jibs, shore power, phone hook-up, great interior, Sausalito berth. 2 boat owner, so motivated seller. \$23,500 or b/o. Rick 955-9405 days or 331-0715 eves.

CAL 2-27, 1978. Fully equipped racer/cruiser in bristol condition. Brand new running & standing rigging, backstay adjuster and epoxied-sprayed blister-free bottom. Atomic 4, VHF, DS, KM, inflatable, etc. Pt. Richmond slip. \$16,000. Call Greg at (707) 838-3028 days or (707) 431-0913 eves.

27-FT CORONADO. Roomy and dry. 3 Barient winches, stove, TV, compass, rblt head, VHF, 12V/110 and stereo, 9.9 o/b. Hauled 7/88. Lots of new equipment. Possible liveaboard. \$9,500 o/b. (415) 268-9792.

CAPE DORY 25, 1979. Full keel, brass port-holes, teak cabin, o/b, DF, VHF, \$14,500. (415) 620-2830 or 461-0510.

26-FT COLUMBIA MARK I, 1963. Ready for cruising, excellent shape. 25# plow, windlass, gallows, dodger, bronze port lights, VHF, i/b dsl, 11 hp, new paint, mast, deck, remodeled interior. \$18,000. (714) 661-7353, Bob.

30-FT YANKEE ONE-DESIGN Sloop Herreshoff-Stone built. Mahog/oak. Excellent condition. Cockpit seats 6 on teak park benches, full compliment of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eves.

COLUMBIA 28. Take over loan bal of \$12,500 & sail away. 110/135 jibs, 16 hp Volvo dsl, 2 anchors, dual batteries, shore power, self-cont head, galley, compass, VHF, depth, knots, full cushions, life rail, sleeps 6, many extras, clean, roomy, Sausalito slip. \$12,500. (415) 459-8066 photo/equip list.

GULF 29, 1985, Pilothouse, dual steering, roller furling jib, depth, knot, VHF, 2 anchors, Universal dsl FW cooled, 6'2" hdm. *Never raced*. (707) 552-3746.

VENTURE 25, 1979. Swing keel, trailer, 3 sails, compass, knot, pop-top, 2 dodgers, cushions, 2 anchors w/chain and 350' rode, stove, potti, more. C.G. equipped and *clean*. \$5,000 or b/o. (415) 278-7321.

HUNTER 25, 1982. Excellent condition. Knot/log, compass, bow & stern pulpits w/lifelines. Six opening port lights w/screens. Beautiful interior sleeps 4. \$6,900 or partial trade for smaller trailer-sailer. (415) 577-6757 days or 769-1381 eves.

COLUMBIA 26 MKI, 1965. Sails and rigging in excellent condition. Honda 9.9 o/b runs great. Interior set up for comfortable cruising and looks sharp. \$5,900 – but we've got them Big Boat Blues – So *all* offers will be considered. Scotty (408) 761-0870.

EXPRESS 27, 1984. Excellent condition. 2 mains, 4 jibs, 2 chutes, 4 hp Evinrude o/b, trailer. \$25,000. (408) 423-5893 before 8 a.m., after 5 p.m.

1985 MacGREGOR SAILBOAT, 25-FT. Radar, Loran, radio telephone, AP, DF, TV, radio/tape deck. Custom main sail-two jiffy reef settings. 180% genoa. Super condition. 10 hp Honda. Trailer. \$12,000. Call (415) 754-6152.

HERRESHOFF H-28 KETCH, Documented *Sacrifice* – Bought larger boat. All teak, no rot. Go anywhere, affordable cruising. Priced well under survey at \$9,950. Call for equipment and details. (415) 381-0334.

CATALINA 30, 1984. Extra Clean! Univ 25-3 cyl dsl, CNG, h/c pressure water, pedestal steering, Datamarine inst/pods. Autohelm 3000, spin rigged, Lewmar S-T, more. \$34,500/trade 40-ft +. (209) 467-3740 or 481-0723.

DUFOR ARPEGE 30, 1970. Great on the ocean or the Bay. Equipped with VHF depth, 2 spinnakers, 3 jibs, Volvo MD-2 dsl. Check out this well-designed boat. \$20,000 or b/o. (408) 241-2919.

H-28 KETCH RIG, built in 1952 to original specifications, rebuilt Sea Scout engine. Deck and all rot removed and replaced by Anderson Boat Yard in 1985. Best berth in San Francisco. Divorce forces sale. Day: 552-5580 or eves 558-9030.

28-FT, 1976, WESTSAIL CUTTER. Factory built, excellent condition. New 26 hp Isuzu, new Titan VHF, galley stove, bow sprit, much more...moving up. \$38,500 or b/o. (707) 986-7794.

27-FT COLUMBIA 8.3, 1977. Super sailing wide body cruising sloop, 30 hp Atomic 4, low hours, very clean. Well equipped, radio, fatho, dual batteries, teak interior, excellent condition. Consider trade, smaller boat/sail power, property, offers. \$19,500. (415) 865-5259.

CAL 25. Great condition, new sail covers, recently hauled, 8 hp Evinrude, Sausalito berth. \$6,800 or b/o. Thea (415) 454-4624 or Stephanie (415) 665-6269.

CAL 28. Excellent condition, always maintained. Flush deck, roomy cockpit, sleeps 6. New main, 3 jibs, 8 winches, boat cover, recent Awlgrip paint job, Atomic 4 has 82 hrs only. \$12,500. (415) 331-5927 or 621-8226.

RANGER 26 Mariner. Superb condition. Hull 1971. Rigging & spars 1981. Jiffy reefing, new Nissan 8 hp o/b, cockpit controls, electric starter, autohelm, compass, VHF, KM, extra sails. (415) 388-6685.

HUNTER 25, 1974/75 MODEL. Featuring compass, knot, depth, stereo, VHF, self-furling, 130% jib, Honda 10 hp, recent carpet and cushions. S.F. berth. *I want to sell this boat this month.* Reduced to \$5,988. Call (415) 591-0440.

FOUR YEAR OLD SEEKS MASTER to sail her anywhere. She's *Falks Lady*, 25-ft cruise ridded Nordic Folkboat, all wood and almost new. Vane, self-bail, 3 anchors, lifelines, RDF, full cover, Marin berth. \$6,500/deal. (707) 857-3868.

CATALINA 25, 1987. Best in the West. Clean and loaded: Fin keel, epoxy bottom, depth, knot, VHF, 9.9 hp electric start o/b, three bags, pop-top, Tabernacle, custom traditional interior, compressed natural gas stove. \$17,500. (408) 336-5266.

CORONADO 25, 1966. F/G, good condition, new jib. \$4,900 or make offer. Call Bruce (415) 787-2478, leave message.

CHEOY LEE OFFSHORE 27, 1972. Excellent condition, original owner, Mexico veteran, new Volvo dsl, shaft, prop, expanded HD-electrical, roller furling, 6 sails, cutter rig, boom gallows, dodger, weather cloths, suncovers, Monitor vane, AP, nav equipment, spare parts, etc. \$19,000. (415) 726-0312.

26-FT MARIEHOLM International Folkboat. Main, jib & genoa, 9.9 Evinrude, VHF, DS, KL, clock, barometer, Origo stove, Danforth anchor, sail covers & dodger, recent epoxied bottom. Excellent condition. Upwind Berkeley berth. \$11,000. (916) 966-4228.

COLUMBIA 26 MKII. Excellent Bay sailer. Slips 5. Two-burner stove. New 7 1/2 hp o/b. Has compass, VHF radio, lifelines, etc. \$8,000. Sail into downwind Berkeley berth. Call (415) 284-7547.

CATALINA 30. Excellent condition, roller furling, new dodger, tiller with autohelm, depth, VH-FM. Alameda upwind berth, 1981. \$29,000 or b/o. Leave a message at (404) 980-7670 ext 7401 (voice-mail).

85 NEWPORT 30 MKIII SLOOP. Universal dsl, 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction, excellent Bay cruiser with extras. \$35,500/offer. By owner. (415) 941-1172.

NEWPORT 28 II, 1983. Boat Show Model. Cruised in Bay only, by older couple. Near new condition. 2-cyl dsl, wheel, 2 jibs, whisker pole, side/rear dodgers, 2 new batteries, VHF, KM, DS. All lines led aft. \$27,000. Call (408) 287-0316.

1981 LANCER 30. Excellent condition. In-board dsl, pedestal steering, VHF, KM, DS, roller furling jib, Estuary berth. *We really want to sell this boat.* Call Mark at (408) 432-1940.

CATALINA 27, 1985. 90% jib, 120% genoa, pedestal steering, Universal 14 hp dsl, fresh water cooled, Datamarine depth, knot log, digital marine radio, full galley, marine head w/ macerator, dual batteries, many extras. Boat is immaculate w/only 150 hours. \$22,500. (415) 672-0940.

1975 WILLARD VEGA HORIZON 30-FT Motor-Sailer, 50 hp Perkins dsl, Avon dinghy, Johnson 2 hp o/b, custom interior, VHF, RDF, AP, sextant, charts, windlass, fishing gear and much more. Bristol condition. Reduced price – Must sell. Asking \$34,500. See at Discovery Bay. (415) 634-2911.

COLUMBIA 26 MKII . Must sell. Excellent condition. \$1,400 new sails, \$1,400 new motor, \$2,000 new paint, KM, DS, slips 5, end head. Stiff, dry, excellent Bay boat. Over \$13,000 invested. Sausalito berth. \$7,400 or b/o. (916) 428-2311.

READY FOR CATALINA. CAL 29, MORA Long Distance Races Veteran. New oversize rigging. 95, 110, 130, 150 Mylar, 2 mains, new spinnaker, Loran RDF, depth, VHF, 2 autohelms, wind-point, closehaunched, anemometer, KM, log, Avon 4-man, custom cover, \$25,000. (415) 892-9798.

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26-FT THUNDERBIRD SLOOP. Great Bay boat. Active fleet hosts world championships on S.F. Bay this year! 6 hp Evinrude, sails, some gear. Needs some upgrading and general TLC. Sacrifice \$1,250 firm for quick sale. 868-2909.

RANGER 26, 1974. Great looking and sailing Mull design. Excellent condition with new LPU hull and spars, 4 sails plus spinnaker, Honda, DS, KM and shore power. Much new. Ex-freshwater boat. \$11,200 or b/o. Also fiberglass pram \$125. (415) 558-8683.

OFFERS ACCEPTED. Beautiful C&C 26. 5 sails, 2 like new, diesel, nice galley, standing headroom, lots of storage, fast pocket cruiser. Large head. Liveaboard? Eves (415) 828-4880. Epoxy bottom. 2 boat owner.

MARINER 31 F/G CRUISING KETCH. Historic 1st Woman TransPacific crossing. Recent renovations. New decks, tanks, interior, roller furl, Perkins 4-107, excellent liveaboard. \$28,950 or b/o. 26-ft oceanworthy Cheoy Lee Frisco Flyer, F/G, teak decks, rebuilt Volvo dsl, 4 sails. \$9,950 or b/o. (415) 236-8345.

31-FT RACER - FULLY LOADED with 14 bags sails, rod rigging, volvo dsl, epoxy bottom job and more. C&C factory built quality - but flush decks and race/performance cruise layout. \$18,000 or b/o. Call Don at 524-8740 anytime.

EXPRESS 27 Graeagle. Many custom details. Must see to appreciate. 2 sets of sails, Tandem trailer. \$25,000. Eves (916) 389-2110.

OLSON 30. LPU hull with epoxy bottom. 8 winches, complete sail inventory including new 3/4 oz spinnaker, VHF, Signet knot, depth and clinometer. 6 hp Suzuki o/b. Custom galv single axle trailer. Exceptional boat! \$20,000 or b/o. (415) 322-4236.

25-FT NORTHSTAR 500. "Raccoon Ruby", Repl. Val. \$39,000; Ask \$9,800. Race or cruise; Atomic 4 i/b. Bought new boat - must sell old. Dan (415) 388-0990.~~

MUST SELL - BABY DUE IN MAY!! 26-ft Atkins Eric Jr double ender - fir on oak. Well maintained central Am. Vet. Yanmar dsl, cutter rigged. Make us an offer! Call John at 731-7854.

CORONADO 25. The most roomy of 25 footers. VHF, DS, compass, alcohol stove, Danforth, etc. Johnson 9.9 with electric start and alternator, cockpit cushions. Wouldn't sell if I didn't need to. \$5,000 or b/o. (415) 548-0717.

YANKEE 30. Sparkman & Stevens Design. Cruise equipped: nine bags of sails, Avon dinghy, four anchors, Lemar winches, well maintained, fast, comfortable, sea worthy. \$25,000. Call 540-2745 days or 234-3399 eves/ wknds.

S2 6.8. 2 coats bottom paint 9/88. Trailer, radio, head, 15 gal water storage. Listed at 3050 lbs., Sausalito berth. \$11,000. (415) 332-8784.

FOLKBOAT, 25-FT, crafted all in wood in 1951 by a Danish genius and still in perfect structural condition. Illness forces sale. Three mains, 3 jibs, new running rigging controls everything from the cockpit, even reefing. New compass, wiring, depth finder, marine battery, Honda four-stroke o/b with generator. Sail/race this beauty now while you give it the TLC that will turn this bargain into a one-of-a-kind collector's item. 456-9746. \$5,000 or b/o.

HERRESHOFF MODIFIED H-28. Beautiful 30-ft wooden ketch in excellent condition. Autohelm AP, new covers, sun awning, DS, Atomic 4, Force 10 heater. Nicest sailing vessel I've ever sailed. Perfectly balanced. Sacrifice at \$13,900. Call 757-0664 or 779-0968 eves.

1977 ERICSON 27. Great racer/cruiser. Rigged for single handed, all lines led aft. Diesel, wheel, 3 sails, electronics, teak interior, whisker pole, fenders, anchors, lines and much more. Ericson Association Membership for one year also included. \$17,000. Call Tom at (408) 259-3060.

1985 CATALINA 25-FT SLOOP. Fix keel, 15 hp o/b with electric start, radio, VHF, depth, compass, 2 anchors. Excellent condition. Berthed in Vallejo. Call (707) 426-3266.

CATALINA 27, 1971. Well equipped IB/G, dodger, AP, VHF, DF, 3 jibs, club jib, much more. \$12,500. Weekdays after 5:30 (415) 757-5667.

HUNTER 30, 1983. Yanmar dsl, VHF, depth & speed, refrigeration, new bottom paint and Richmond berth. Asking \$28,500. (916) 966-6473 eves or see at Dock 18 Spinnaker Way, Marina Bay any weekend.

OLSON 30. 2 spinnakers, 3 new jibs, VHF, equipped for racing, 6 hp o/b, new LPU paint. \$18,750. Maria 865-5961 or 444-3188 ext 213.

30-FT ISLANDER MK I. Excellent condition. Fully equipped. Radar, AP, stereo, dual batteries, much more. \$18,000. Call David (415) 585-7443.

EXPRESS 27. 1986 and 1988 National Champion. 1988 North Hi-Tech Kevlar racing sails plus cruising set. Totally tricked-out rig, new oversized two-speed winches, new 4 hp Evinrude o/b, trailer, commissioned 1986. \$25,750. Call 421-1070.

LANCER 28, 1984. Fully equipped, ready to sail. Perfect condition. Moving out of state. Less than 60 hrs usage. \$18,000 or b/o. Call (415) 651-1751 ans machine.

COLUMBIA 29. Wonderful boat for sailing. Enjoy yourself on this great Bay boat. New main, new working jib, rebuilt engine, VHF, DS, heater. Good condition, stable full keel. \$10,500. Phone 892-0714 work/days or 897-7390 eves.

RANGER 26-FT. Two boat owner, must sell Great for beginner or racer, Bay or ocean. Spinnaker, reefing, 2 jibs, galley, head, 7.5 Honda, Tillermaster, VHS, DS, KM, tall rig w/ LPU and much more. Must see! \$10,000 or b/o. Call Scott at (415) 366-2255.

CHEOY LEE BERMUDA 30 KETCH. Beautiful, strong, excellent condition from three years liveaboard attention. F/G hull, 6 sails, dodger, generous ground tackle, engine/110-refrigeration, AP, VHF, speed, depth, new bottom. Married now and need more room. \$22,000. (415) 322-6439.

IRWIN 25, 1971. Swing keel, 9.9 hp elect start, 120%, 150%, jiffy reef main, depth, anchors. Sleeps 4, full galley. Richmond. \$6,400 or b/o/ trade for trailerable. (707) 577-3113 days or (707) 539-9409 eves.

ENGLISH BUILT 25-FT SLOOP, 1968. Full keel, F/G, dsl, log, AP, furling jib, new sails, VHF, RDF, 5-ft 6-in hdm, sleeps four, head, galley. Well equipped ocean veteran, strongly built for the North Sea. \$8,700. George (415) 527-5538.~

32 TO 39 FEET

EXTRAORDINARILY FINE YACHT at an extraordinarily low price. 35.5 Bristol, 1982. \$55,000. Judy at (408) 286-5363.

FAIR WEATHER MARINER 39. Offshore performance. Don't buy a brand-new FWM 39...call me instead. Why? Save thousands! My year-old, unused (new) dealer demo is for sale for much less than a factory-new oat. How much less? *30-thousand less!* I'm motivated! Robert Perry design. Coyote Point slip. She's leaded - call for equipment list. Trade-in possible to \$25,000. Will consider Bay Area real estate trade. This boat compares to Tayana, Hans Christian, Passport, etc. Call Bill at (415) 424-0447 or 321-0982.

VANCOUVER 32, 1986. Cutter-rig, proven blue water cruiser. Just completed 10,000 miles North and South Pacific. Bristol condition, exceeds Lloyds specs and ready to sail again from Hawaii. Exhaustive inventory list. Contact Tom (808) 946-7060. \$75,000 or b/o.

36-FT Balsa CORE. F/G hull, deck, bulkheads, folding berths, 80 gal s/s tanks, 70 gal plastic, genoa track, portlights, hatches, engine bed, bow roller, mast kit, 3 sails, pulpits, etc. Needs finishing - heart problem reason for selling. \$14,500. Other equip available. (408) 476-8537 before 9:30, after 6 p.m.

ERICSON CRUISING 36 Cutter Rig. Graceful traditional lines. Excellent condition, F/G construction, all wood interior, roller furling, custom rigged main with all lines in cockpit, easy to single hand. Very seaworthy and comfortable. Fully loaded. \$65,000. (312) 664-7114.

34-FT CLIPPER, 1976. F/G, Creilock, aft cabin, dsl, wheel, shower, Marina Green berth \$135/mo, six-man raft, EPIRB, RDF, KM, sleeps six, four-man Avon. Everything sacrificed at \$12,000 for quick sale. Call (415) 346-5408 9 a.m. or 10 p.m. best.

HUNTER 34, 1983. Well maintained - Fast cruiser with a roomy 3 cabin configuration. Excellent liveaboard. Loran, VHF, knot and depth, 25 hp Westerbeke dsl, like new roller furling, 120 jenny and full batten main. \$47,500. Call (415) 331-5611.

35-FT YAWL, 1960 OHLSON 35. Pride of ownership in this wooden Swedish built classic yacht. In excellent condition, recent sails and engine. Electronics, Loran, holding tank, many extras. Complete boat cover. \$25,500. Located in L.A. (818) 842-9404.

ERICSON 39, 1971. Rerigged 1987. S.S. mast step, 9 sails, 17 winches. Many additions, improvements in past two years. Beautiful, fast and roomy. Health forces sale. \$49,000 or b/o. 1 (209) 465-5557.

38-FT DOWNEAST SCHOONER, 1977. Ready for world cruise, major refit in 1988. Loaded! Sacrificial Call for information: (619) 222-0076.

INCREDIBLE OFFER! The price on my West-sail 32 will be reduced from \$55,000 by \$1,000 per month until sold. A great boat, but a lousy market. Don't be too late for a great buy. (408) 377-4815.

SEAWITCH KETCH 36-FT, 1962. All teak construction. Beautiful yacht in great condition. \$54,000. (619) 295-3705 in San Diego.

SOVEREL 33, "Sting". Built by Pacific Boats and commissioned in 1988. PIYA Category 1 Ready. Eight 88 Sobstad sails, Micrologic 8000 Loran tied into the Signet SmartPak, '88 Yanmar i/b, extra tanks, two spinnaker poles, epoxy bottom. \$58,700. (206) 892-8482.

HINCKLEY PILOT 35, 1966. Fiberglass sloop. Atoms steering vane, 13 sails by Hood, Banks, Elvstrom, AP, Perkins 4-107 dsl, B&G instruments, RDF, Barient winches, Proctor spars, dodger, heater, dink with o/b, In Sausalito. \$34,500. Call (415) 567-8880 or (415) 459-3913.

BUCCANEER 335. Fixer-upper, good liveaboard, rod rigging, internal halyards, 2-speed Lewmars, North sails, killer stereo, 19" color TV, refrigerator, microwave, alcohol oven, needs motor. \$25,000 or b/o. (415) 365-8977.

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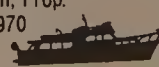
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4600 Halibut Point Rd., Sitka, AK 99835, (907) 747-3608 after 7:00 p.m.

SANTANA 35. "Dream Machine". 1987 National Champion. Ultra prime 40-ft berth St. Francis. \$30,000 spent in '87 on new mast, rudder, keel, engine, sails. A1+ shape, recent survey. Must see & sail. Asking \$49,500. (415) 366-9211 or 854-3567.

1983 CATALINA 38. Excellent condition, well maintained, well outfitted, three jibs (110, 130, 150), 3/4 oz spinnaker, roller furling dual-purpose headfoil, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. \$58,000. (415) 969-3488 - 10% comm to any broker.

PETERSON 34. Race equipped. VHF. Good condition with berth in Coyote Point. \$29,000. Eves (415) 342-7800.

38-FT CATALINA. Performance cruiser or liveaboard. 5 winches, 4 halyards, new instruments, SS CNG stove/oven, h/c press water w/shower, all lines to cockpit, 12V & 110 refrigeration, microwave, TV, stereo, phone, AP and rblt dsl. \$49,500 or b/o. (415) 268-9792.

YAMAHA 36, 1981 SLOOP. Excellent quality & workmanship throughout. Sleeps 7, teak interior. Loaded. Sails & electronics, rod rigging, hydraulics, Yanmar dsl. Sails like a dream. S.F. berth included. Call eves (415) 922-1941.

1939 38-FT MYRON SPAULDING SLOOP. (See article Feb's *Latitude*) Perfectly sound hull, many excellent sails. Master Mariner winner, "Nautigal", lots of interior renovation. Must sell to special person soon! Lets talk. \$12,500. Leave msg/number for Tee, Days: 471-8900.

CORONADO 35-FT, 1972. Aft cabin sloop. Dsl, DS, KM/log, VHF, 4 Hood sails, extra fuel/water tanks, stereo, microwave. Recent survey/haul-out. Reduced for quick sale. \$33,500. (916) 741-2244.

UNION 36, 1984. Cutter rig, blue water cruiser. Excellent condition inside and out; beautiful teak interior, Perkins 4-108 dsl, Loran, drift-er, VHF, propane stove and much more inventory. Asking \$69,500, below market value or trade equity for smaller sailboat. Call (707) 746-6770.

FARR 34, 1988 (10.20 METER). Loran, Volvo dsl, shower, refrig, 8 sails. Fast, good condition. \$53,000. Paul (707) 554-1105.

38-FT CUMULANT, STEEL SLOOP 1984. Round-bilged, professionally built & finished, fast, modern Dutch design. Lying Holland. European quality teak interior. Perfect liveaboard/cruiser, but we have to go back to work. Contact Barry Gordon or Karen Greenfield (213) 436-2720.

38-FT CHEOY LEE, 1980. Equipped for single handed sailing. Halyards lead aft to cockpit. Beautifully maintained. 9 winches self-tailing, 8 sails including cruising spinnaker, AP, Loran, SatNav, RDF, SSB ham gear, EP-IRB, VHF, all wind inst, knot log & speed, DS, windlass for chain & rope, 4 anchors 100 ft 3/8 chain, 600 ft 5/8 rode, documented, 9-ft inflatable, 2 hp o/b, all gear aboard to sail immediately. \$87,500. Phone (805) 646-0469.

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CORONADO 35, 1974. Well maintained for liveaboard or cruising. Dsl, dodger, refer, h/c pressure water/shower, etc. Tri cabin layout with extra large owners cabin aft. Must sell before Spring. \$38,000 firm. Principals only. (415) 769-8087.

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CREW WANTED for Pacific Diving Cruise Sept '89 to Nov '90, Florida to S.F. Write: R. Lanham, 1631 St. Lawrence Way, Pleasant Hill, CA 94523.

CARIBBEAN BOUND, Summer '89 via tropical ports aboard 40-ft sloop. Captain, 39 and a good man, needs adventurous female traveling companion/crew. Travel land and sea, enjoy paradise three plus years! Some skills required. Absolutely no smoking or drugs. (916) 721-6587.

MY DREAM MAN (probably) has a wooden sailboat. Attractive 40+ DWF wacky enough to enjoy commercial fishing, in love with boats. Some sailing experience. I don't get sea sick, can handle a rocking galley. Coffee, Bay sailing, Mexico, circumnavigation? Phone (415) 331-7925.

NEED LADY for the June '89 San Diego-Honolulu Doublehanded TransPac on my 1987 Olson 911. Join me now, get to know the boat & prepare for the race with lots of sailing. Help me and I'll help you. Commit yourself & enjoy the experience of a lifetime. You'll need sailing experience & desire. No smoking or drugs. Don Harris, 4201 Via Marina #139, Marina Del Rey, CA 90292.

NEW TO AREA. DWM, n/s, 40ish, seeks experienced, enthusiastic lady to help sail 28-ft sloop around the Bay. Not seeking romance, but a personable, intelligent, pleasant and able sailing companion for weekend adventures on the water. Capn Bly (408) 243-4526.

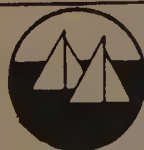
CONFIDENT, BAYFARING LASS SOUGHT for adventure aboard my Ranger 26. Restaurants, Hurricane Gulch reaching, beach and Delta, camping, just plain sailing. I'm 29. Please respond with photo & phone to: Rick Jeffs, P.O. Box 240, Glen Ellen, CA 95442.

SEASONED SAILING WOMAN, requisite verve/nerve, heart/mind — seeks cerebral, experienced skipper for Bay sailing/offshore cruising. Potential transition from companionship to partnership with right man/boat. Prefer yachtsman over 40, slip under 30. Reply: P.O.B. 5414, Berkeley, CA 94705.

FEMALE, 35, SEEKS GOOD BOAT w/nice people heading someplace warm, exotic. 15,000 nm cruising/racing exp on 40-86 ft boats including cooking/prep/provisioning, ham, nav, professional canvas seamstress w/ machine. Intelligent, attractive, crazy about exploring world, sailing. *Available now.* (213) 439-2441 or (707) 546-0536 msg.

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FEMALE, 27, PROFESSIONAL, seeking adventure to South Pacific and beyond. Limited experience but willing to learn. Good team player. Non-smoker. Call Shelly at (206) 827-9672 eves or wknds.

MALE PHYSICIAN, 56, NON-SMOKER, 15,000 miles offshore experience, adequate celestial navigator, looking for crew position to or from Hawaii. Willing to share expenses. Call (505) 344-3162.

FEMALE, 35, SEEKS GOOD BOAT w/nice people heading someplace warm, exotic. 15,000 NM cruising/racing exp on 40'-86' boats, including cooking/prep/provisioning, ham, nav, prof canvas seamstress w/machine. Intelligent, attractive, crazy about exploring world, sailing. *Available now.* (213) 439-2441 or (707) 546-0536 (msg)

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WINDLASS SL 9510 HYSPEED, \$450. Universal URM bow roller, \$125, both \$500. Edson quadrant wheel steering complete w/ Ritchie HD75 compass, \$550. All good condition. Boats to 35-ft. Mamiya M645 camera, 80mm 2.8, prism, \$425. (707) 224-5658 eves or (415) 676-2733 days.

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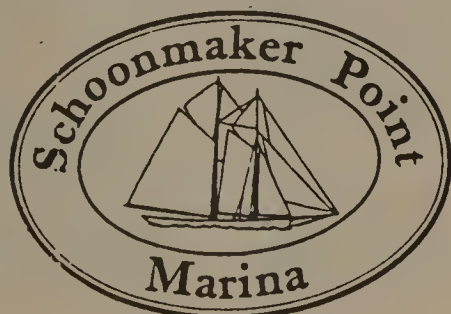
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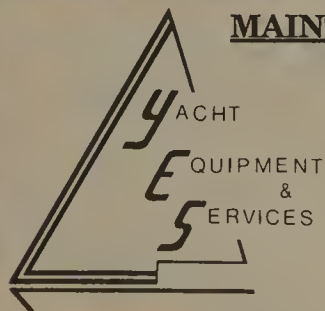
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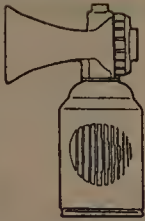
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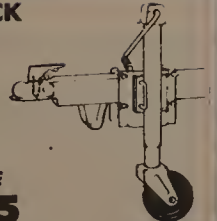
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CATALINA 25

1986, trailer, Honda 10. Roller furling jib, CNG stove, stereo, solar panel, excellent condition. Asking \$18,500 / Make Offer.

SAN JUAN 28

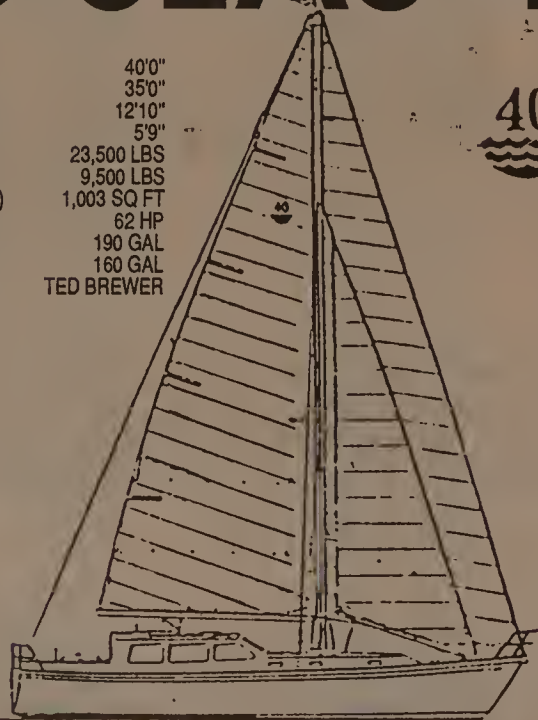
1979 sloop, fully battened main, 135% genoa on Harken furler, storm jib, spinnaker, Yanmar diesel, new dodger, lifelines and pulpits, hinged mast step, VHF, Signet instruments. Reduced! \$23,950 with trailer. Anxious!

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27'	Vega sloop	1972	22,000.00
28'	Cal 28	1967	13,000.00
29'	Bristol	1967	17,500.00
29'	Cal 2-29	1975	25,500.00
30'	Pearson	1978	27,500.00
31'	Mariner Ketch	1969	34,500.00
32'	Traveller	2 available 1976, 77	49,500.00
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36'	Luders Yawl	2 available 1976, 77	149,000.00
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41'	"Sea Tiger" Ketch	1972	79,500.00
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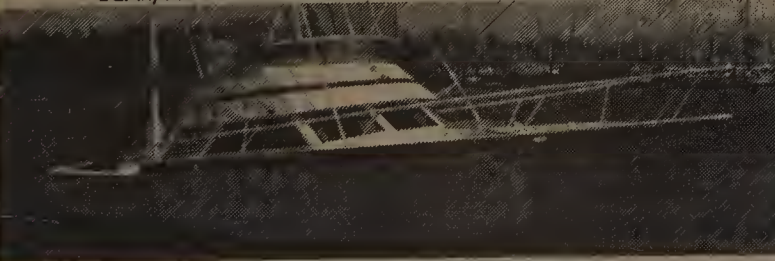
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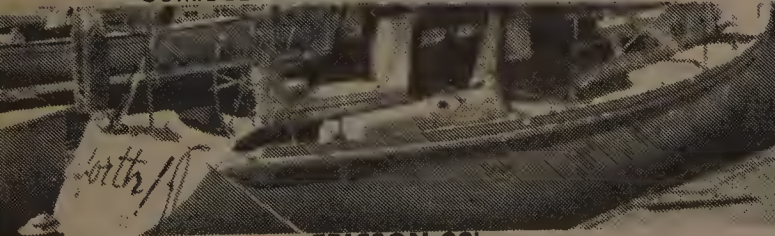
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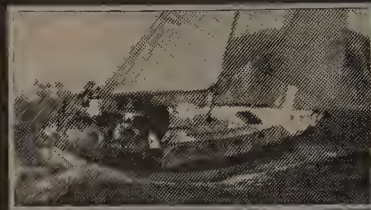


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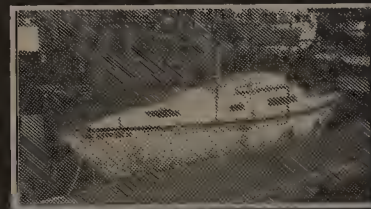
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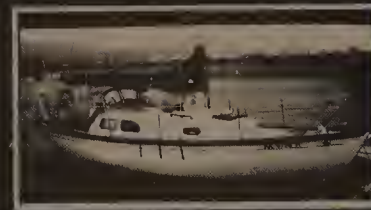


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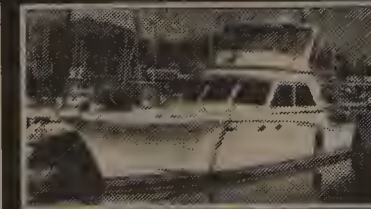
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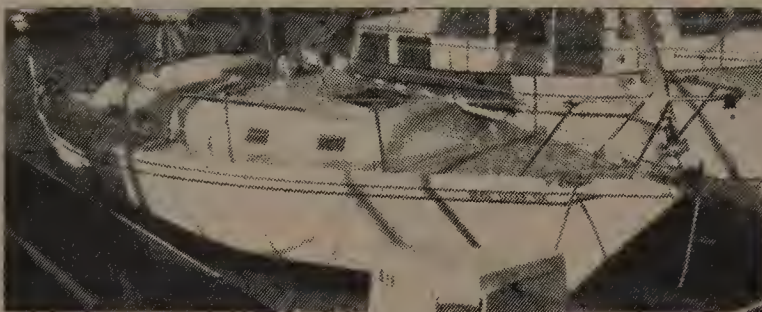


Mariner 35: This ketch has been well maintained; in excellent condition. \$35,000

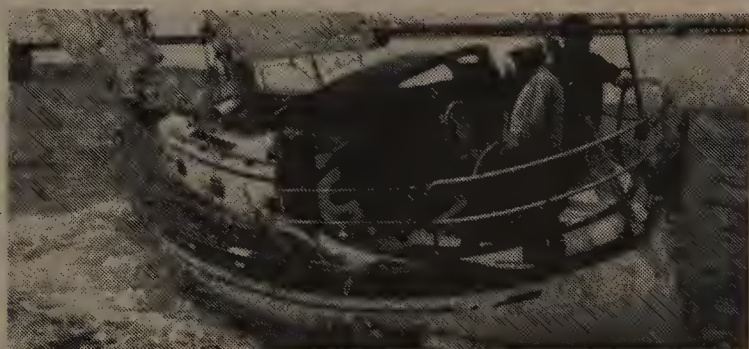


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30'	PEARSON 303, 1986	Inquire
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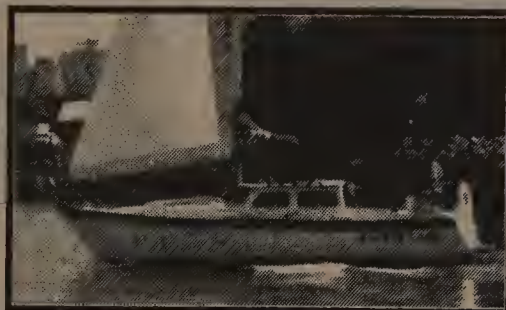
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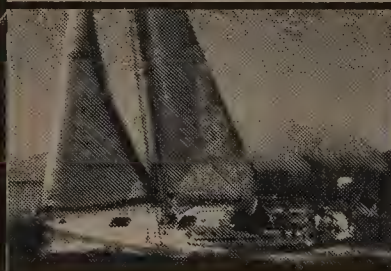
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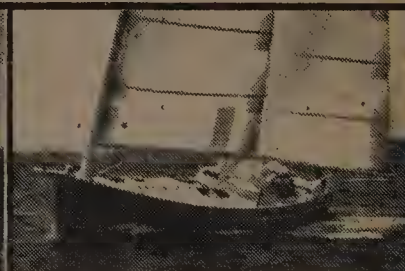
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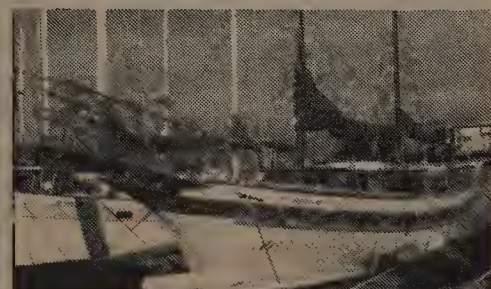
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1973 CHALLENGER 40' (SLOOP)

Liveaboard and/or cruising, these boats are still ideal for the couple who want private, comfortable aft accommodations with "elbow room" in the galley and main saloon. **Asking \$65,000**



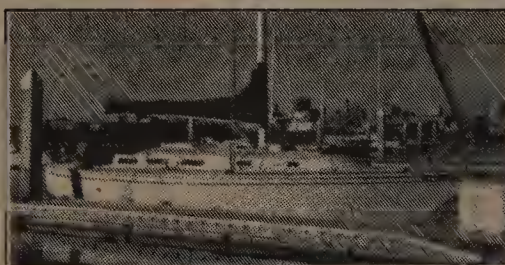
1976 ISLANDER FREEPORT 41' (KETCH)

Features custom interior unlike any other Freeport 41: Epoxied bottom, dinghy on davits, spin., much more. Professionally maintained for the discriminating buyer. **Asking \$90,000**



1984 CAPE DORY 31 (CUTTER)

A rare find in a highly regarded cruising sailboat. Built for the sailing purist, she's a simple, manageable, straightforward yacht in superb condition. **Priced right at \$59,500**



1985 PEARSON 36'

This late model features an enclosed aft double berth with an aft head. Roomy, efficient interior, tastefully decorated and a well maintained vessel that leaves a long lasting impression. **Asking \$84,900**



1976 CAL 2-27 "PEARL"

Race/cruise w/largest & best class on the Bay. She sports a new rig w/internal halyards, all lines led aft, coach house traveller. BMW dsl, tiller. Sellers new boat arrives shortly. Make an offer.



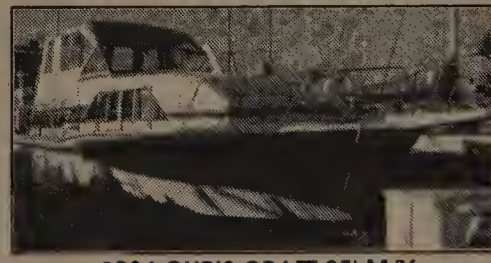
1977 COLUMBIA 8.3

A huge, affordable 27-footer with 6'1" headroom that is a ruggedly well built boat for the starter couple. **Asking \$23,500.**



'81 GRAND BANKS 42' (AFT CABIN TRAWLER)

This, the "Benchmark" for all trawlers, is in great shape. She is "... not as good as", she "is" the real thing. Twin Lehmans. **Asking \$185,000**



1984 CHRIS CRAFT 35' M/Y

Full canvas, 8-ft dinghy with o/b, 6.8 kw genset, twin 235's. Nice, nice, nice! **Asking \$98,900**

BAY AND COASTAL CRUISERS

*27' CAL 2-27	21,500
*28' COLUMBIA 8.3	23,500
*28' ISLANDER	27,500
*29' CAL 2-29, 2 fm	21,950
29' ERICSON	27,500
30' ERICSON 30+	39,995
30' ERICSON*	19,900
30' HUNTER	28,500
30' SANTANA 30-30	33,500
30' ISLANDER BAHAMA	35,000
30' PEARSON	17,950
30' RANGER	30,900
*32' ERICSON	29,500
38' CSTM RACER, 'SVENDLE'	55,000
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30' ALBERG	29,500

*30' CAPE DORY KTCH	29,950
32' MARINER KETCH	39,500
35' ALC	39,000
*36' ATKINS KETCH	38,000
36' CHEOY LEE LUDER	59,500
*37' RAFIKI	69,500
*38' DOWNEAST	62,900
38' INGRID KETCH	75,000
39' FREYA	79,500
*52' COLUMBIA	109,500

LIVEABOARD/CRUISERS

31' CAPE DORY*	59,500
32' ISLANDER*	38,000
*35' NIGARA MKI	75,900
*36' ERICSON	62,000
*36' ISLANDER	57,500

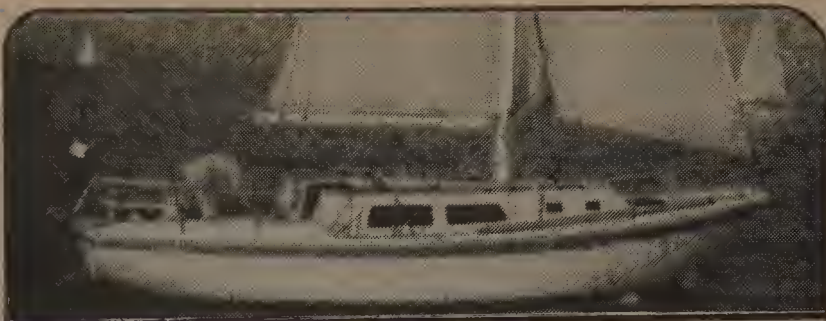
*36' PEARSON	84,990
36' PEARSON 365	60,000
*37' GULFSTAR	70,000
38' C&C LANDFALL	74,500
*38' ERICSON	79,000
*38' ERICSON 381	89,900
*39' CAVALIER	65,000
40' ENDEAVOUR	99,500
*41' ISLANDR FREEPRT KCH	97,000
45' JEANNEAU	189,000
41' ISLANDER FREEPORT KCH	90,000
46' SEA STAR 46/PH*	150,000

POWER BOATS

23' UNIFLITE	12,000
27' BOSTON WHALER, 2 fm	67,500
*32' BAYLINER	42,995

*32' EAGLE PH	69,500
34' TOLLY CRAFT	74,500
*36' GRAND BANKS	89,000
*35' CHRIS CRAFT	98,900
36' STEPHENS	49,500
38' BAYLINER 3870	99,500
41' CHRIS CRAFT	185,000
42' GRAND BANKS	185,000
*43' HATTERAS	198,000
45' BLUEWATER	110,000
48' PACEMAKER	120,000
49' ALBIN	165,000
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22' CATALINA, sloop, '76	\$5,000	39' GULFSTAR (Sailmaster), '81	Sold
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27' NEWPORT, sloop, '77	16,500	41' MORGAN, (Outisland), '79	Sold
28' LANCER, sloop, '78	18,900	41' NEWPORT, '81	Sold
30' HUNTER, sloop, '77	22,500	44' PETERSON, '78	Sold
30' PEARSON, sloop, '84	59,000	45' HARDIN, ketch, '82	119,000
33' PEARSON, sloop, '77	50,000	47' GULFSTAR (Sailmaster), '82	Sold
34' CAL, sloop, '79	40,000	48' JEANNEAU, sloop, '85	185,000
34' ERICSON, sloop, '87	75,000	49' CT, '87	Sold
36' CHEOY LEE, sloop, '81	56,600	64' RHODES Steel M/S, '66	205,000
37' TAYANA MKII, '85	95,000	69' GAFF RIG cutter, '11	150,000

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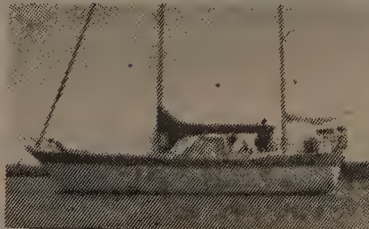


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42' YORKTOWN, VERY NICE, DIESEL	\$35,000
38' MORGAN, 1985, (2) CRUISING EQUIPT	MUST SELL/MAKE OFFER
38' CATALINA, 1984	\$59,500
37' ELITE, 1983	\$82,500
37' TAYANA CUTTER, 1977	\$72,000
37' AMPHORA, WAUQUIEZ CRUISING KETCH, '76	INQUIRE
37' O'DAY CNTR COCKPIT, 1979 (TWO TO CHOOSE) FROM	\$53,000
37' RANGER, 1973	\$47,000
36' CS, 1981	\$74,500
34' HUNTER, 1985	\$55,000
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32' C&C, 1980 (REDUCED)	\$39,500
32' LARSEN, DANISH WOOD SLOOP, DSL ENG	\$29,000
31' CAPE GEORGE CUTTER, 1985	\$85,000
31' DUFOUR 3800, FRERS DESIGN	Asking \$45,000
30' PEARSON 303, 1983	Asking \$44,000
30' TARTAN, 1975	\$35,000
30' MORGAN MKII, 1972	\$26,000

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TAYANA 42. Sea kindly cruiser, exceptional liveaboard, great deck layout for single or short-handed cruising. Extremely good condition. **\$139,500.**



CHEOY LEE 43 PH M/S. 360° visibility furling main & jib, SatNav, Benmar AP, B&G electronics. Price just reduced to **\$148,000.** An exceptional value.



PEARSON 424. This stout cruisers design, refined with charming accommodations is a must see. Her value and quality will make itself present for **\$112,000.** Call for appointment.



51' MORGAN OUTISLAND. She's in great shape, easy to maintain, ready for long range cruising/charter operations (3 staterms); well equip, provision & go! **\$148,000/make offer.**



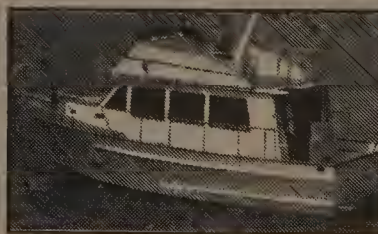
DUFOUR 45 M/S. With teak decks and Perkins 90hp diesel with low hours. Four staterooms, 6 headsails including spinnaker. **\$149,000.**



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CS-33 ('82). DIESEL SLOOP; A FINE RACE/CRUISE HULL REFLECTING OUTSTANDING CANADIAN CRAFTSMANSHIP. OWNER RELUCTANTLY OFFERS "RED BARON" AT **\$42,500.**



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* 30' Cal 2-30.....	22,000	* 35' Bristol 2 From.....	59,000
* 30' Carter.....	32,000	* 35' Coronado.....	48,000
* 32' Alden M/Sailor.....	49,500	36' Islander.....	57,500
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32' Atkins.....	59,500	* 41' Kings Legend.....	85,500
32' Rival.....	53,000	* 41' Cheoy Lee.....	89,500
* 33' Freedom.....	69,000	44' Lafitte.....	175,000
* 33' Vanguard.....	20,000	45' Explorer.....	100,000
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25' Cape Dory.....	12,000	* 27' Catalina O/B.....	13,500
25' Yamaha.....	16,500	27' Sun 27.....	17,000
* 25' Cal.....	6,500	* 28' Cal.....	12,500
* 25' Bahama.....	9,800	28' J-28C.....	59,500
* 25' Cal 2-25 2 Fr.....	18,500	29' Ericson.....	25,700

POWER BOATS

* 18' SunRunner.....	8,900	36' Trojan 36 S.F.....	36,500
* 30' Chris Cavalier.....	16,000	* 38' PT 38.....	88,500
30' Chris Connie.....	22,500	* 40' Owens Tahitian.....	34,975
32' Blackhawk 909.....	79,500	45' Bluewater.....	110,000
32' Owens.....	22,500	* 57' Chris Connie.....	195,000
* 35' Chris Craft.....	55,950*		

* Star indicates vessel at our docks

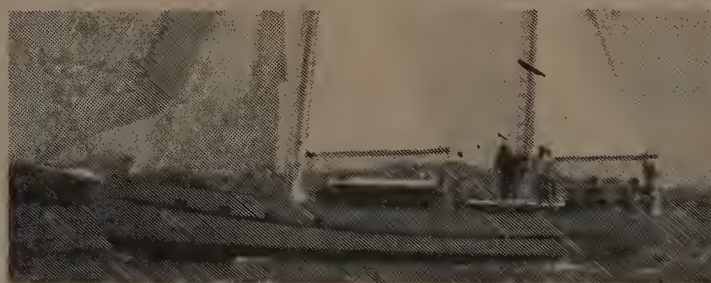


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Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. **\$295,000.**



OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. **Asking \$120,000.**



38' GOLDEN STAR

1985. Twin 200hp Perkins provide 15 knot cruise, owners queen aft, shows like 1989. Only 90 hours. **Asking \$127,500.**



35' BERTRAM

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52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. **Asking \$225,000.**



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1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. **Asking \$68,000.**



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LARSEN'S NEW RICHMOND SERVICE CENTER

*Larsen continues its commitment
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Bruce outlined some of his extensive experience and why he made the decision to join Larsen:

"I began sailing 30 years ago on Lake Merritt and haven't stopped since. During those years I've sailed everything from multihulls and 505's to IOR racers and bluewater cruisers. I've also raced extensively, participating in MEXORC, Big Boat Series, TransPac, Puerto Vallarta, Mazatlan, J/24 Mexican-American Challenge and most any West Coast race you can name. With 17 years of sailmaking experience, I know the cut of a sail and the shape of speed.

I've always been impressed by Larsen's leadership technology (they have some of the most advanced equipment on the West Coast), and the local appeal of having design, construction and support all here in Northern California. It's an opportunity to work with some terrific people who are dedicated to giving more enjoyment and service to both the cruising and racing sailor. Also, one quickly sees that Larsen's commitment is not only shape and speed but also durability. It was immediately apparent to me that the care taken with materials and production provides sails that will successfully race or cruise for many, many seasons."

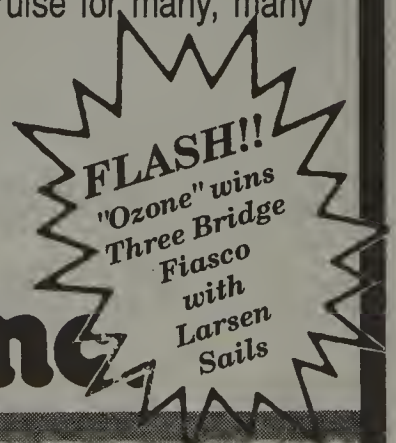


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HUNTER 31 Three available (1983, 1984, 1986). Very clean boats. Choose the best from **\$38,000.**



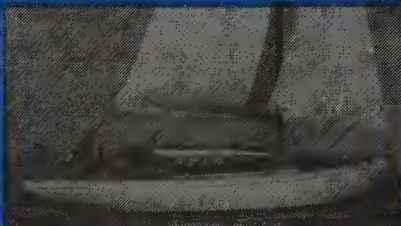
HUNTER 40 Incredibly spacious, fast yacht, bristol condition, roller furling jib, *stowaway* main, refrigeration, more. **Reduced \$89,900.**



54' TOPSAIL Schooner "Rodeuse". Classic 1979 Belgian built PH beauty. Consummate strength & safety. Commercial grade electronics + scuba air compressor. **\$235,000**



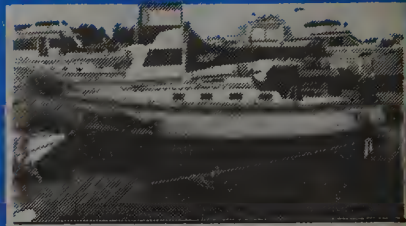
ATKINS 36' The manufacturer's personal boat for 35 years. Classic ketch, fully covered, solid investment. **\$38,000.**



KETTENBURG 50 A must see bristol sloop. For cruising in luxury and ready to go. Would make an excellent liveaboard. Lots of gear. **Reduced to \$89,500.**



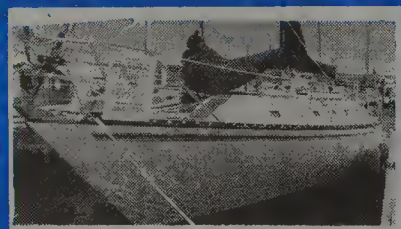
PEARSON 303 1983. Excellent condition, outstanding cruiser with great accommodations. Well equipped. **Owner Anxious!!!**



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25' CORONADO, '68	8,000
25' LANCER, '78	7,900
25' CORONADO, '68	8,000
25' LANCER, '78	7,900
25' MERIT, '83	17,000
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26' RANGER, '69*	8,995
26' CHEOY LEE, '64 (FF MKII)	13,500
26' RANGER, '73	13,500
26' BRISTOL, '72*	10,000
26' CHEOY LEE, '64	10,000
27' BRISTOL, '73	17,500
27' CAL, '76	19,500
27' HUNTER, '78	19,500
27' HUNTER, '77	19,000
27' CATALINA, '71*	13,500
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30' ISLANDER, '74	26,000
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36' CHEOY LEE, '78	60,000
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36' COLUMBIA, '73*	36,000
36' ERICSON*	2 from 62,000
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36' ISLANDER, '72	40,000
36' J/BOAT, '81	89,000
36' LANCER, '79	59,900
36' PEARSON, '85*	89,950
36' UNION, '80	79,000
36' UNION, '85	79,900
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37' O'DAY, '85	62,500
37' RANGER, '73	53,000
38' ALAJUELA, '76	80,000
38' CATALINA, '85	70,000
38' C&C, '80	76,500
38' CUSTOM RACER, '85	55,000
38' FARALLONE, '59	35,000
38' KAISER, '71*	79,000
38' MORGAN, '83	77,000
39' CAVALIER, '85*	115,000
39' LANDFALL	2 from 75,000
39' CAVALIER, '82	80,000
39' FAIR WEATHER MARINER, '87	135,000
40' HUNTER, '85*	89,000
40' NEWPORT, '55	35,000
40' OLSON, '83	OFFERS
41' NEWPORT/ISLANDER, '80*, pending	98,000
42' HERRESHOFF, '66	175,000
43' HOLCOMB, '47	69,000
43' TSUNAMI, '83	85,000
44' CHEOY LEE, '80	133,900
44' ISLANDER, '74	70,000
44' CYS, '78	125,000
44' LAFITTE, '79	150,000
44' PETERSON, '78	150,000
45' CREALOCK, '81	115,000
45' EXPLORER, '79	110,000

46' OMEGA, '79	90,000
47' GARDEN, '71	100,000
47' HYLAS*	INQUIRE
47' PERRY, '80	125,000
50' CUSTOM, '84	240,000
50' KETTENBERG, '63	89,500
50' KETCH, '82	16,500
54' CUSTOM, '86	175,000
55' RHODES, '46	109,000
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83' BALTIC TRADER, '03	165,000
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31' SEA RAY, '81	68,000
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36' SEA RAY, '83	110,000
37' OWENS, '67	49,000
37' HERSHINE, '79*	74,500
39' SEA RAY, '84	128,000
39.4 BLUEWATER - TAIWAN, '77	86,000
39' OCEAN ALEXANDER, '86	225,000
40' TOLLYCRAFT, '87	200,000
40' CRUISE-A-HOME, '71	50,000
40' CHRIS CRAFT, '61	45,000
41' UNIVERSAL, '79	99,500
41' CHRIS CRAFT, '82	135,000
41' UNIVERSAL, '79	99,500
41' CHRIS CRAFT, '69	99,000
42' KROGEN, '87	195,000
44' TROJAN, '78	179,500
44' GULF STAR, '80	185,000
44' TOLLYCRAFT, '71	159,500
53' BLUEWATER, '80	249,000
62' WHEELER, '31	185,000

1070 Marina Village Pkwy.
Suite 103
Alameda, CA 94501

**ROYAL YACHTS
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